

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ & CO., AT NO. 31 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES VOL. XXXVI., No. 23.]

FRIDAY, JUNE 4, 1880.

[WHOLE No. 2,802, Vol. LIII.]

Mr. FREDERIC ALGAR, Nos. 11 and 12 Clements Lane, Lombard Street, LONDON, E. C., England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

The Reading Receivership and What it will Do...	617
How the Reading Receivers were Appointed and What will be their Policy.....	618
How Vanderbilt's Senate Killed the Anti-Discrimination Bill.....	618
Rights of Express Companies.....	619
Indebtedness of the Philadelphia and Reading R. Co. to the State of Maryland.....	619
Broadway Underground Railroad.....	619
New York, Boston and Albany Railroad.....	619
Railroad and Canal Dividend Statement.....	620
Railroad Earnings.....	621
Public Debt of the United States.....	636
Financial and Commercial Review.....	637
Broadway Underground Connecting Railway.....	640
Northern Central Railway.....	640
Cumberland Valley Railroad.....	641
Boston, Hoosac Tunnel and Western Railroad.....	642
Nashua and Lowell Railroad.....	642
Annapolis and Elkridge Railroad.....	643
Massachusetts Central Railroad.....	643
The Railroad up Mount Vesuvius.....	643
Railroads in Washington Territory.....	644

## American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, June 4, 1880.

### The Reading Receivership and What it will Do.

The appointment of the three Reading Receivers noted in our last, was announced too late for well considered comment in that issue, and hence we deferred criticism thereon until we could obtain more careful information upon the character and probable results of such appointments. Our readers will bear in mind, however, that in our last we said, before the Receivers had been appointed or definitely talked of, that the remedy for the evils that had swamped Reading, was only to be found in the placing of a practical railroad man as Receiver at the head of the company, and let him undo all that had been done in the past ten years in perverting the functions of the railroad to those of a coal and iron miner and

manufacturer, to which the railroad had become secondary and by which it had been swamped. Proceeding upon this basis, we will now speak of the character of these appointments, the probable policy of this triple headed receivership, the possible results, and their cost to the creditors of the companies involved.

In the first place, the appointment of these Receivers was almost as much of a surprise as the failure of the companies, because of the apparently hurried and preconcerted manner in which it was done at the instance of parties who, while interested in the New York coal roads, have by virtue of their influence with the old Reading management as lenders of a large portion of the money represented by the floating debt, became virtual partners in the policy that has wrecked the Reading. It was this same New York interest that helped ten years ago to saddle a considerable portion of the coal lands of the Reading upon it at fabulous prices, from which little or no revenue has been or ever is likely to be derived. Moses Taylor is the head of this party and the Delaware, Lackawanna and Western Railroad interest back of him. During Mr. Gowen's craze to buy all the coal lands in the Schuylkill region, these parties made an ostensible survey for a railroad into the heart of this region, where they or their friends owned large tracts of unavailable land bought on speculation. Under this threat of building an extension of the Lackawanna interest into the Reading's district Mr. Gowen was frightened into buying the lands referred to at enormous prices. In one way or another this New York interest has since been an important influence in bringing Reading into its present straits, with their chief interest in Lackawanna which is the next most hostile interest to Reading after the Lehigh Valley interests.

In this hostile interest, therefore, it would appear these receivers have been appointed and not in the interest of the creditors of the Reading Company; for Moses Taylor's and the

Lackawanna's interests in hostility to Reading, as a rival, are far greater than as creditors of the suspended companies. The receivers appointed, therefore, are presumably in the interest of a rival concern represented by Moses Taylor who asked for their appointment. This of itself has a bad look for the bona fide creditors of Reading, who had no voice whatever in the selection of the men to manage what is left of their property after ten years of mismanagement, in which they had little to say and from which this New York interest has chiefly profited, if it is not really responsible with the Reading Directory therefor.

This brings us to consider the receivers personally. Of Mr. Gowen it is sufficient to say that no business man would think of appointing an agent who had confessedly wrecked a valuable property by mismanagement, to restore such property by a continuance of such mismanagement. As he is the only railroad man in the Board of Receivers, he will naturally be the head thereof, and not only control the management of this estate, but the policy will be dictated by him, who though personally honest in act and purpose, is a visionary man who is the most dangerous of all business managers as the result has shown. His co-receivers are able financiers, as he is an able lawyer, and no doubt the finances of the road will be well cared for by them, as its *law* will be by him. But where is the most needed man of all, and really the only one needed, to manage the enormous business of these two great companies upon sound railroad and business methods without which the receivership is but another shift to stave off the inevitable which will be foreclosure and the wiping out of securities amounting to about \$130,000,000, except some \$40,000,000 representing the real value of the company's property, and leaving nearly \$90,000,000 of its "I owe you" worth little more than the paper on which they are printed.

Beside these objections there is the univer-

sal one of double and triple headed responsibility which is shifted from one to the other until finally it is disowned by all and their victims saddled with a hopeless wreck.

There is still another and not by any means small consideration against more than one receiver. We are told that in Philadelphia it is already estimated that these receivers will each make \$100,000 a year out of this office. As this is more than Mr. Gowen or his co-receivers can make as presidents of railroads or banks it is not in human nature that they should be in any hurry to get the road out of the hands of receivers, which must be done before the stockholders have any rights whatever and the junior bondholders few that will be respected.

Beside these objections the sum of \$300,000 a year for the management of the company is no light additional burden to add to a bankrupt corporation whose management has not hitherto cost over one-sixth that sum. This difference would pay the interest on over \$4,000,000 of the company's bonds which are held largely by trust estates for the maintenance of widows and orphans, who need it far more than these two wealthy presidents of banks.

In conclusion, we can see no possible good for the stock and junior bondholders of these companies in the hands of these receivers.

Upon this subject we call attention to extracts from a letter to us from a correspondent in Philadelphia, who is more familiar with the affairs of the company than any one beside Mr. Gowen, and one of the most practical and successful railroad managers in that city.

#### How the Reading Receivers were Appointed and What will be their Policy.

The following extracts from a correspondent's letter from Philadelphia, will be of interest to the creditors of the Reading Company. The author is the best informed man and the most competent judge of the subject discussed. In referring to the manner in which the receivers were appointed, he says:

The sharp lawyer dodge of filing a bill in equity in Philadelphia on Saturday, at 5:30 P. M., and getting a hearing on it in Pittsburgh on Monday morning, 400 miles off, is too transparent in its object, which was to evade opposition.

The receivers announce a continuation of the past policy, which will run things deeper in the mud than ever. \* \* \* Gowen therefore will control the policy.

I know what ought to be done, what must be done to save everything from the wreck, and I know it is not going to be done by these receivers.

Things are much worse than any one supposes them to be.

The Charlottesville Chronicle says that track laying has been commenced on the railroad from Charlottesville to Orange Court House, Va., an extension of the Virginia Midland railroad, and is being pushed forward as rapidly as possible. A material train is now engaged in hauling ties from Lovington for the new road, and the missing link will soon be completed, and the connection

between Charlottesville and Orange Court House made, to the great benefit of both places.

#### How Vanderbilt's Senate Killed the Anti-Discrimination Bill.

As we went to press last week, the Legislature of this State adjourned without passing the Anti-Discrimination Freight Bill. That the people of the State might know the why and wherefore, and that the responsibility for its failure did not rest upon the House, Mr. Duguid, one of the House Committee on Railroads and one of the Conference Committee, explained that the report of the Conference Committee was in the hands of the Senate, and that that body had gone into executive session. The last moment of the session was at hand and there was no time for further delay. He was unwilling to allow the measure to die in this way. The responsibility was with the Senate. It had converted the bill from one in the interest of the people to one in the interest of railroads, and the Assembly ought in some way to make this known to the people of the State. He therefore, without waiting hopelessly for the formal report of the Conference Committee—a report that was due to the Assembly—would orally report that the Conference Committee had failed to agree. Mr. Duguid spoke with a good deal of feeling because of the indignity which he felt that the Senate had put upon the Assembly and on him.

Mr. Duguid should have gone further and stated who were the members of this Conference on the part of the Senate, and it would have been clearer to the public, how Mr. Vanderbilt owned the Senate of this State to such an extent that he could make one of his partners in his railroad interests a member of this Committee. From this it will be seen that it was impossible to pass the bill. The members of the Conference Committee on the part of the Senate were Messrs. Wagner, Madden and Hogan.

Senator Wagner is Vanderbilt's Wagner Palace Car partner, and had the Senate of this State one remnant of honor or manhood left it would not have placed this man on such a committee. They might as well have made Vanderbilt himself the committee to make laws for himself. Had Senator Wagner any conception of his duty and regard for his oath of office or shame, he would not have consented to sit on this committee. The House has done all that could be asked of it and most of the members of the Railroad Committee. The people must hereafter have an accounting at the polls of the stewardship of these recreant members of the Senate, of whom a majority appear by the above action to be the representatives of Vanderbilt, to have betrayed the trust of their constituents to him, to have violated their oaths of office and have not enough manhood or sense of shame left to blush even at their self-degradation, or sensitiveness enough to attempt to conceal the circumstantial evidences of corruption.

#### A New Motive Power Applied to Locomotives.

The Holland Hydro-Carbon Retort is an ingenious invention for generating heat from water, with oil as fuel, effecting great economy in all places where steam engines are used, and saving travelers from the annoyance of smoke, cinders and the odor of sulphurous gases. The inventor, Dr. Charles Holland, has spent some years in perfecting it and in covering his inventions with patents. A few months since he came to New York and enlisted some men of means in his enterprise. They purchased the right to use the machine in a large section of the country, and have organized a company, which has its offices at No. 18 Vesey street. The experiment of running a locomotive with one of the retorts was made on the Long Island Railroad last week, and in every respect it was a gratifying success. A party of about fifty gentlemen—capitalists, railroad officials and scientists—witnessed the experiment. A forty-ton engine was fired up; and before starting on the experimental trip, Dr. Holland, the inventor, explained the principle and operation of the retort. It is made of cast iron, and consists of four chambers, two for water and two for oil. In starting the fire to first generate steam while the water in the boiler is cold, the water chambers of the retort are supplied from the water tank on the tender. As soon as sufficient steam is raised, say ten pounds, the water supply is shut off, and hot water allowed to flow in from the boiler. The water, being first raised or converted into superheated steam, is then brought in contact with the gas flame generated from the oil and decomposed. The oxygen of the water being liberated from the hydrogen, is at once taken up by the carbon flame, its combustion is made perfect and the hydrogen is left free to burn by combustion with the free oxygen of the air which surrounds it, producing an oxy-hydrocarbon flame or heat of great intensity; in fact, the most intense heat that can be conceived. The inflow of oil and water by the four separate induct pipes into the four separate chambers of the retort is controlled by four valves, which the fireman can govern at will as readily as a common gas jet. The engine was coupled to a car in which the party took their seats, and a run of six miles out and return was made with three gallons of naphtha, costing 3 cents per gallon. Not a particle of smoke or cinders could at any time be seen, nor smell of gases, and a large part of the time it was found necessary to use but two of the chambers of the retort, and then even to not more than one-fourth their capacity, so that an enormous reserve force was in readiness for any emergency, such as ascending heavy grades. In descending grades the fire can all be instantly shut off, and so remain until a level grade is reached, when two chambers of the retort can be instantly relighted, and so continue until a heavy grade is reached, when the other two chambers can be instantly relighted, if required. It is a well known fact that in burning coal as fuel to generate steam in a



locomotive boiler, no more than eight per cent of the carbon is utilized as heat, the enormous waste of ninety-two per cent passing off in waste products—smoke, sparks, cinders and unconsumed gases. And carbon alone, even with a perfect combustion, contains but 14½ units of heat to the pound, while hydrogen contains 62½ units of heat. It will therefore be seen that, with a perfect combustion of the carbon and utilizing the entire amount of hydrogen in the water, an astonishing amount of heat power is generated by the Holland process. Professor John F. Boynton, of Boston; J. G. Case, manager of the Continental Telegraph Company; J. M. Foss, of the Vermont Central Railroad; E. C. Burgess, an engineer of Philadelphia, and other scientists present, all pronounced it a complete success. The great merits of the inventions, aside from those already mentioned, are the cheapness of the materials used, its entire cleanliness, and the fact that the heat and light are always under control. Perhaps the greatest merit claimed for the retort, is its saving of expense in the use of fuel. A low average of the present expense for fuel on railroads to-day is from 7½ to 12 cents a mile. It is declared by Dr. Holland that it will not be long before he can demonstrate to railroads that, with his retort, they can run engines at an expense of from 3 to 4 cents a mile. The retort can be applied to cooking stoves, stationary engines, steamboats, as well as locomotives.

#### Rights of Express Companies.

In the United States Circuit Court, at Louisville, on the 26th ult., Judge Baxter delivered an opinion in the case of Adams Express Company against the Nashville, Chattanooga and St. Louis, and the Louisville, Cincinnati and Lexington Railroad Companies. Judge Baxter, after alluding to the commencement of the express business in 1839, under the auspices of Alvin Adams, and its growth until to-day, when it represents 160 express companies, possessing an aggregate capital of \$30,000,000, and occupying every prominent railway in the United States, says that during this period the railway companies have afforded freely all facilities the express companies have required and in many instances have solicited the business of such companies, to the great profit of the railways. By the recent changes the Louisville and Nashville Railroad Company have obtained control of long lines of railway, and have undertaken to organize a new express company called the Union Express Company, and with the view of supplanting the Adams and Southern Express Companies has undertaken to give the Union Company the exclusive use of the privileges heretofore accorded to the other two express companies. Judge Baxter reviews the whole question at length and concludes as follows:

The attempt on the part of the Railway Company now to arrogate to themselves the exclusive right to perform those services on behalf of the public which so long have been satisfactorily performed by the express companies is not entitled to recognition in a Court of Equity. The railroad companies fostered the business of the express companies, and it was built up and conducted with their assent and assistance, and the railway companies are therefore estopped from asserting a right to render valueless the business and capital of the express companies or from claiming the exclusive right hereafter to conduct the express business on their own behalf. An injunction will be therefore issued as prayed for by the complainants, and if any question arises as to the proper

measure of compensation to be paid for by the express companies, such a question may be presented to the court, but meantime the defendant is enjoined from disturbing the business of the express companies, or from refusing to transmit its express matter under the charge of its messenger.

#### Indebtedness of the Philadelphia and Reading R. R. Co. to the State of Maryland.

A correspondent, writing from Annapolis, Md., under date May 26th, says that the financial difficulties of the Philadelphia and Reading Railroad Company are likely to defer indefinitely the settlement reached last winter in regard to the \$60,000 annuity to that State from this company, which has been in default for some years on account of mortgages of the Susquehanna and Tidewater Canal Companies, and then adds:

Propositions were made by Mr. F. B. Gowen, president of the Reading road, in 1878, to give debenture guarantee scrip covering the default, and the propositions were accepted by the board of public works, but the Legislature failed to ratify the bargain. Last winter this mode of settlement was consummated. An act was passed authorizing the State treasurer to accept \$150,000 in debenture guarantee scrip, payable July 1, 1882, with interest coupons, the first payable January 1, 1880, in settlement of interest due July 1, 1879. The State treasurer was authorized to accept checks of the Reading Company for \$9,000 in payment of the interest on scrip to July 1, 1879, and the checks as well as the scrip were forwarded to Annapolis. It is not known, however, that the checks have ever been cashed, and in the present state of affairs it looks as though the State of Maryland will continue for some time yet without any return from its million of dollars investment in these canals. The scrip, of course, will continue to bear interest, the next coupon being due July 1, 1880.

#### Anthracite Coal Going West.

In answer to the question "How much hard coal is there this year going west to Chicago and beyond?" the Philadelphia Ledger says:

Last year the low prices of coal and the great anxiety of the trade to sell made the West, until then a comparatively new field, a large taker of coal. Whether it will take as much this year, under rather higher prices for coal, and probably higher toll charges, for last year West bound freights were so scarce that the return of Eastern bound loaded produce cars carried coal back at little more than loading charges. To the extent that the Western demand for anthracite coal may be less this year than last will the year's output be less in that direction. A lessened Western consumption of hard coal, however, is not thought probable, as we notice by last week's report the receipts at Chicago amounted to 58,481 tons, and since January 1, to 914,683 tons, against 653,454 tons received there in the same time last year. The amount of coal shipped thence since the beginning of the year is 221,714 tons, against 145,408 tons in same time last year, showing an increased demand for hard coal throughout the entire West, as a preference for it everywhere will be shown after being once tried.

#### Dynograph Car.

The dynograph car, which the Boston and Albany Railroad Company are testing on their road, accomplishes the recording of the motive power used in drawing a train by the transmission of the force imparted by the car's draw-bar to a piston working in a cylinder filled with oil to a pen which draws a diagram of the train's resistance on a roll of paper. Other pens record the distance traveled, in seconds, minutes and hours, the revolutions of the driving wheels, the mile posts as they are passed, the curves and straight lines of the track, the water used and each shov-

elful of coal put on the engine fire, every escape-ment of black smoke from the chimney, and the tale of the anemometer on the top of the car. The car is to be used to determine the relative difference between the various kinds of joints and ballast commonly used on railroads—a question which has been prominently before the general managers of late, and when once settled, will be the means of saving large sums of money to the corporations, and bringing about better roadbeds.

#### Broadway Underground Railroad.

S. M. Lawson, A. L. Sullivan, T. L. Smead, J. G. Sickels, of New York; A. N. Cromwell, of Brooklyn; H. H. Edwards, of Staten Island, and T. E. Sickels, of Pennsylvania, are named as directors of the Broadway Underground Railway Company. This railway is to begin near the South Ferry, New York; thence it is to run under Whitehall street to Broadway, under Broadway to Fifty-ninth street, under Fifty-ninth street to the Boulevard, under the Boulevard to Tenth avenue, and under that avenue to Kingsbridge. The length of the road is to be fourteen miles, and the capital is placed at \$14,000,000. The same parties are also named as directors of the Madison Avenue Underground Railway Company. The route is as follows: beginning in Broadway near Twenty-third street, under and across Broadway and Madison square to Madison avenue, to the Harlem River. The length of the road is six miles, and the capital is placed at \$6,000,000.

#### New York, Boston and Albany Railroad.

Wm. Hinds, Francis E. Frothingham, Wm. S. Carmen, Charles Ely, Wm. L. Davis, Horace F. Chase, Benjamin C. Hind, Eben B. Crane, James G. Hobbie, of New York, John W. Van Valkenburgh, of Albany, James T. Potter, Frederick W. H. Crane, of Brooklyn, and Edwin B. Moore of Jamaica, are named as directors of the New York, Boston and Albany railroad company. The lines are to run from New York to state line, between New York and Connecticut, at or near the town of Salem, and from some point at state line between New York and Massachusetts, at or near the town of Canaan, to town of New Lebanon. The length of road is fifty-two miles. The capital is placed at \$7,000,000.

The Directors of the New York, Ontario and Western Railroad Company have filed a notice with the Secretary of State at Albany to the following effect: The said company was formed upon the sale of the New York and Oswego Midland Railroad, and its present capital, \$50,000,000, is insufficient to carry out the plan of reorganization. The additional amount required is \$15,000,000, thus making the capital stock \$65,000,000.

George D. Chapman has resigned the presidency of the Scioto Valley Railroad Co., and Wm. Adams, Jr., of New York, has been elected in his place. Mr. Chapman will construct the Ohio river branch of the Scioto Valley railroad to connect it with the Chesapeake and Ohio Railway.

A narrow-gauge railroad from Grafton to Beverly, West Virginia, fifty miles, is projected. A company has been formed, and some of the stock has been taken.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	\$3,500,000	J. & J.	Jan. '80 34	Louisv. Cin. and Lex... 50	\$1,623,483	J. & J.	July '80 3	Ware River*.....100	\$750,000	J. & J.	Jan. '80 34
Ashuelot.....100	210,000	quarterly	Oct. '79 11	Louisville & Nashville...100	9,052,950	F. & A.	Feb. '80 3	Warren (N. J.).....100	1,800,000	A. & O.	Jan. '80 31
Atch. Pop. & Santa Fe...100	10,402,300	quarterly	May '80 11	Louisv. N. Alb. & Ohi...100	8,000,000	J. & D.	Dec. '79 3	Warwick Valley.....100	225,000	J. & J.	Jan. '80 31
Atlanta and West Point...100	1,282,300	J. & J.	July '79 4	Lowell and Andover.....100	500,000	J. & J.	July '80 34	Westchest. & Phil. pref...100	821,300	J. & A.	N. v. '79 2
Atlantic and St. Law*...100	5,000,000	M. & S.	Mar. '80 3	Lowell and Lawrence.....100	200,000	A. & O.	Jan. '78 2	West Jersey.....100	1,582,750	F. & A.	Nov. '79 3
Augusta and Savannah...100	1,022,800	J. & O.	June '79 34	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon...100	1,454,200	J. & O.	Nov. '79 3
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '80 3	Manchester and Law.....100	1,000,000	M. & N.	May '80 5	Winchester & Potomac*100	180,000	J. & J.	Jan. '79 3
Baltimore and Ohio.....100	14,216,800	M. & N.	May '80 4	Marietta & Cincinnati... 50	1,408,912	M. & S.	Sep. '80 3	Winchester & Strasburg...75	500,000	J. & J.	Jan. '80 3
Washington Br.....100	4,869,578	A. & O.	Jan. '80 5	" " 1st pref. 50	5,130,719	M. & S.	Sep. '80 3	Worcester and Nashua...75	1,789,800	J. & J.	July '76 2
Berkshire.....100	1,860,000	A. & O.	Apr. '80 5	" " 2d pref. 50	4,400,368	M. & S.	Sep. '80 3				
Boston and Albany.....100	20,000,000	M. & N.	May '80 4	Massachusetts*.....100	400,000	F. & A.	Feb. '80 1				
Bos. Cin. F. & N. Bel...100	1,237,600	— & —	—	Memphis & Charleston... 25	5,312,725	J. & D.	Jan. '80 3	Albany City.....100	110,300	— & —	—
Agricultural Br. guar...100	1,760,100	J. & D.	Apr. '80 24	Metropolitan Elevated...100	6,500,000	quarterly	Apr. '80 24	Baltimore City.....25	1,000,000	quarterly	Jan. '80 3
Bost. Conc. & Mont.*pref100	80,000	M. & N.	June '78 3	Michigan Central.....100	1,738,204	F. & A.	Feb. '80 4	Balt. Cat. & El. Mills...100	—	J. & J.	Jan. '80 3
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2	Middlesex Central.....100	2,138,435	F. & A.	Feb. '80 3	Boston & Chelsea pref...100	2,200,000	A. & O.	Apr. '79 42
Boston and Maine.....100	6,921,274	M. & N.	May '80 3	Mill Creek & Minehill... 50	323,375	J. & J.	Jan. '80 3	Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apr. '78 4
Boston and Providence...100	4,000,000	M. & N.	May '80 4	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '80 34	Broadw. & 7th Av. (N.Y.)100	2,100,000	J.A.J.O.	Apr. '79 24
Attleborough Branch.....100	131,700	J. & J.	Jan. '80 34	Mobile & Montgomery...100	2,794,300	F. & A.	Feb. '80 2	Brooklyn & Hunter's Pt...100	400,000	A. & O.	Apr. '79 24
Bost. Revere B. & Lynn...100	348,200	J. & J.	Jan. '80 3	Morris and Essex.....100	15,000,000	J. & J.	Jan. '80 34	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79 3
Buffalo, N. Y. and Erie*100	960,000	J. & D.	Dec. '79 2	Mt. Carbon & Pt. Carbon 50	282,350	J. & J.	Jan. '80 3	Bushwick (Brooklyn)...100	809,000	J. & J.	July '71 34
Burl. & Mo. Riv. in Neb...100	8,537,800	quarterly	Feb. '80 2	Nashua and Lowell.....100	800,000	M. & N.	May '80 3	Jambridge.....100	875,000	J.A.J.O.	Apr. '80 4
Camden and Atlantic..... 50	377,400	quarterly	Apr. '80 34	Nashua and Rochester...100	1,308,800	A. & O.	Apr. '80 1	Ken. Park N. & E. Riv...100	1,068,400	J. & J.	Jan. '79 3
" " pref. 50	833,511	quarterly	Apr. '80 34	Nashville and Decatur...100	5,875,256	A. & O.	Dec. '79 3	Citizens' (Phila.)..... 50	600,000	J. & J.	Jan. '78 10
Camden & Burl. Co.....100	147,600	J. & J.	Jan. '80 3	Nash, Chat. & St. Louis. 25	1,000,000	M. & S.	Mar. '80 3	Citizens' (Phg.)..... 50	200,000	M. & N.	Nov. '77 10
Orpe May and Millville* 50	448,600	J. & D.	June '79 3	Nesquehoning Valley*... 50	2,000,000	J. & J.	Jan. '80 5	Coney Island & Brookl. '0	500,000	— & —	Apr. '78 5
Catawissa.....100	1,159,000	Oct. 'ber	Oct. '79 34	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '79 34	Continental (Phila.)...100	180,000	J. & J.	Jan. '80 3
" " pref. 50	2,200,000	M. & N.	May '80 34	N. Haven & Northamp...100	900,000	quarterly	Oct. '79 34	D. Dock E. B'dw. & Bat...100	1,200,000	F.M.A.N.	May '79 2
" " 2d pref. 50	1,000,000	M. & N.	May '80 34	New London Northern*100	1,418,800	quarterly	Apr. '80 2	Elizabeth and Newark...100	200,000	— & —	—
Cayuga and Susq*.....100	689,110	J. & J.	Jan. '80 4	N. Y. Cen. & Hudson R...100	89,428,380	quarterly	Apr. '80 2	42nd St. & G. St. Ferry '0	749,000	M. & N.	May '79 6
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N.	May '80 1	New York and Harlem...100	5,600,000	J. & J.	Jan. '80 4	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Central of Georgia.....100	7,800,000	J. & D.	June '79 2	" " City Line.....100	1,600,000	J. & J.	Jan. '80 4	Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '80 2
Central of New Jersey...100	18,563,200	quarterly	Apr. '79 24	New York & Long Br.*100	2,000,000	—	—	Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Central Ohio.....100	2,425,000	J. & J.	Jan. '80 3	New York Elevated.....100	6,000,000	quarterly	Apr. '80 24	Grand St. and Newton...100	170,000	J. & J.	July '71 2
" " pref. 50	400,000	J. & J.	Jan. '80 3	N. Y. Lake Erie & West...100	7,107,700	—	—	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central Pacific.....100	54,275,500	—	—	" " pref. 100	8,146,700	—	—	Heston, Mantau & Fairm...50	2,050,000	J. & J.	Jan. '78 14
Chemung.....100	380,000	quarterly	pl. '80 14	N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '80 6	Highland.....100	100,000	J. & J.	Jan. '80 4
Cheshire, preferred.....100	2,185,300	J. & J.	Jan. '80 1	N. Y. Provid. & Boston...100	3,000,000	quarterly	May '80 2	Lomb. & South Sta. (Ph.) 25	100,000	A. & O.	Oct. '79 24
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3	Nag. Bridge & Oanand...100	1,600,000	J. & J.	Jan. '80 3	Lynn and Boston.....100	200,000	— & —	—
" " pref. 100	2,426,400	M. & S.	Mar. '80 34	North Carolina.....100	4,000,000	M. & S.	Mar. '78 5	Malden and Melrose...100	200,000	— & —	—
Chicago, Burl. & Quincy...100	21,004,466	M. & S.	June '80 2	N. Eastern (S.C.) pref...100	90,000	M. & N.	Nov. '77 4	Metropolitan (Boston)...100	1,500,000	J. & J.	Jan. '80 4
Chi. Cin. Dub. & Minn...100	6,166,000	A. & O.	Apr. '79 24	N. Northern Central..... 50	5,827,150	quarterly	May '80 14	Middlesex (Boston)...100	400,000	M. & N.	May '80 34
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '80 5	N. Northern Central.....100	3,085,400	J. & D.	Jan. '80 3	N. Y., Bay Ridge & Jam...100	102,440	— & —	Oct. '73 1
Chi. Mil. and St. Paul...100	15,404,261	A. & O.	Apr. '80 34	N. Northern New Jersey...100	1,000,000	J. & J.	July '77 2	Ninth Avenue (N. Y.)...100	797,320	— & —	—
" " pref. 100	12,279,483	A. & O.	Apr. '80 34	Norwich & Worcester*100	2,604,400	J. & J.	Jan. '80 5	Orange and Newark.....100	282,555	— & —	—
Chicago & N. Western...100	14,988,800	J. & D.	Dec. '79 3	Ogden & L. Champ*100	3,977,000	J. & J.	July '76 2	People's (Phila.)..... 25	300,054	—	July '79 2
" " pref. 100	22,025,603	quarterly	Mar. '80 11	Ohio and Mississippi...100	2,000,000	A. & O.	Apr. '78 4	Philadelphia City..... 50	475,000	J. & J.	Jan. '80 5
Chicago, R. I. & Pacific...100	30,980,000	quarterly	May '80 2	Old Colony.....100	20,000,000	quarterly	Mar. '76 34	Philadelphia and Darby...50	200,000	J. & J.	July '77 2
Cin. Ham. & Dayton.....100	3,600,000	A. & O.	Apr. '80 2	" " pref. 100	4,030,000	J. & D.	Mar. '76 34	Phila. and Grey's Ferry...50	284,775	J. & J.	Jan. '78 2
Cin. Band. & Cleve. pref. 50	429,037	M. & N.	May '80 3	Oregon Railway & Nav...100	4,435,000	quarterly	May '80 2	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Clev. Col. Cin. & Ind...100	14,991,300	F. & A.	Feb. '80 24	Oswego and Syracuse...100	482,400	F. & A.	May '80 4	Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apr. '80 14
Cleveland & Mahoning* 50	2,057,569	M. & N.	Nov. '79 4	Panama.....100	7,000,000	quarterly	May '80 4	Second Avenue (N. Y.)...100	1,109,500	J.A.J.O.	Apr. '78 2
Cleveland & Pittsburg* 50	11,236,150	M.J.S.D.	Mar. '80 2	Paterson and Hudson...100	632,000	J. & J.	Jan. '80 4	Second & Third St. (Ph.) 50	982,100	quarterly	Jan. '79 3
Columbus and Xenia.....100	1,786,200	M.J.S.D.	Mar. '80 2	Paterson and Newark...100	250,000	J. & J.	Jan. '80 44	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Colum. & Hocking Val...100	2,500,000	F. & A.	Feb. '80 4	Paterson and Ramapo...100	248,000	J. & J.	Jan. '80 44	Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '77 6
Concord.....100	1,500,000	M. & N.	May '80 3	Pemb. & Hightstown*... 50	342,150	M. & N.	July '78 3	Jomerville (Boston)...100	115,000	M. & N.	May '80 3
Concord and Ports.....100	850,000	J. & D.	Dec. '79 34	Pennsylvania.....100	68,970,000	M. & N.	Jan. '80 3	South Boston.....100	480,000	J. & J.	Jan. '80 3
Conn. & Passump Riv. 1 0	2,175,700	F. & A.	Feb. '80 14	Peoria & Bureau Val.*100	1,200,000	F. & A.	Feb. '80 4	Third Avenue (N. Y.)...100	2,000,000	F.M.A.N.	May '79 4
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 4	Philadelphia and Erie*...100	6,004,300	J. & J.	Jan. '80 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '80 4
Cumberland Valley..... 50	1,292,950	J.A.J.O.	Apr. '80 24	Phil. Ger. & Norristwn* 50	2,400,000	M.J.S.D.	Mar. '80 3	23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
" " 1st pref. 50	241,900	A. & O.	Apr. '80 4	Phil. Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '80 3	Union (Boston).....100	874,300	J. & J.	Jan. '80 5
" " 2d pref. 50	243,000	A. & O.	Apr. '80 4	Philadelphia & Reading 50	32,726,375	quarterly	July '76 24	Union (Phila.).....100	400,000	J. & J.	Jan. '80 6
Danbury and Newwals... 50	600,000	quarterly	Mar. '78 14	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24	West Philadelphia..... 50	400,000	J. & J.	July '77 10
Dayton & Michigan..... 50	4,401,528	A. & O.	Oct. '79 14	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
" " pref. 50	1,211,250	quarterly	Apr. '80 2	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Delaware.....100	1,230,950	J. & J.	Jan. '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Del. & Bound Brook*...100	1,500,000	quarterly	July '76 24	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Del. Lackaw. & Westn...100	25,200,000	quarterly	July '76 24	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Detroit, Lans. & Nor...100	1,874,000	annually	Feb. '80 34	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
" " pref. 100	2,603,300	F. & A.	Feb. '80 34	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Dubuque & Sioux City* 50	5,000,000	A. & O.	Apr. '80 34	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
East Pennsylvania*.....100	1,309,200	J. & J.	Jan. '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
East Mahanoy.....100	892,950	J. & J.	Jan. '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
East Tenn. Va. & Ga...100	1,988,274	J. & J.	Jan. '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Eastern (Mass.).....100	4,997,000	J. & J.	July '73 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Eastern (N. H.).....100	492,500	J. & D.	June '80 24	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
El River.....100	3,000,000	— & —	—	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Elmira, Jof. & Oanand*...100	600,000	Sept.	Sept. '79 5	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Elmira & Williamsport* 50	500,000	M. & N.	May '80 24	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
" " pref. 50	500,000	J. & J.	Jan. '80 34	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Erie and Pittsburg*..... 50	1,000,250	quarterly	Jan. '80 5	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 5	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Frankfort and Kokomo...100	600,000	J. and J.	Oct. '79 14	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Georgia.....100	4,200,000	J. and J.	Jan. '80 3	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Han. Junc. Han. & Get. 50	116,850	M. & N.	Nov. '77 24	Phila. and Trenton.....100	1,259,100	quarterly	July '76 24				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '80 3</								



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atchison, Top. &amp; San. Fe:</b>													
1876.....	117,417	144,132	180,246	197,996	219,370	185,641	198,851	248,138	265,593	297,958	235,793	204,447	2,486,589
1877.....	134,564	136,360	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,108
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,162	420,821	446,529	438,583	340,932	3,950,868
1879.....	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,333,447
1880.....	473,500	444,600	668,000	692,000									
<b>Burlington, Cedar Rapids and Northern:</b>													
1877.....	73,964	68,094	73,194	73,435	71,605	69,357	73,309	113,635	194,226	171,533	138,985	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.....	117,363	97,377	111,924	100,139	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880.....	184,316	165,170	188,325	141,652									
<b>Central Pacific:</b>													
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,352	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	960,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,432,917	17,607,451
1879.....	1,089,166	1,056,691	1,280,272	1,406,600	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880.....	1,223,000	1,038,000	1,350,000	1,374,000									
<b>Chicago and Alton:</b>													
1876.....	319,928	328,219	363,637	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1878.....	351,608	395,407	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1879.....	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	496,921	399,378	340,947	4,671,519
1880.....	343,737	307,381	327,370	335,394	327,370	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	502,285	459,543	602,624	537,326									
<b>Chicago and Northwestern:</b>													
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,529,653
1879.....	1,008,000	889,633	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,600	1,312,300	16,084,778
1880.....	1,135,000	1,153,800	1,395,000	1,276,000									
<b>Chicago, Burl. &amp; Quincy:</b>													
1877.....	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,437	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,503
1879.....	1,108,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,080,853	1,453,611										
<b>Chicago, Mil. &amp; St. Paul:</b>													
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,177
1877.....	375,554	403,882	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	592,027	669,921	8,114,894
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879.....	591,176	476,667	632,898	678,439	857,324	795,659	773,173	733,736	1,018,806	1,290,740	1,100,245	1,060,957	10,012,820
1880.....	763,000	739,000	901,000	871,000									
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1877.....	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879.....	233,234	254,232	233,781	230,866	264,493	267,895	312,706	366,630	413,437	426,629	369,647	380,425	3,758,963
1880.....	392,632	375,619	302,787	281,650									
<b>Hannibal &amp; St. Joseph:</b>													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	124,906	160,365	135,461	136,658	137,454	133,696	214,222	231,169	222,720	207,918	178,567	2,045,450
1879.....	137,047	137,038	211,899	165,444	134,070	107,560	99,911	141,533	176,810	239,735	193,125	253,333	1,997,405
1880.....	169,330	157,566	216,327	200,059									
<b>Illinois Central:</b>													
1876.....	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	624,659	511,366	536,409	533,838	608,587	552,706	568,031	675,889	630,386	654,840	625,001	589,312	7,111,000
1879.....	580,192	466,921	532,160	492,591	575,461	580,578	573,250	601,977	736,066	807,859	631,343	656,065	7,234,464
1880.....	536,657	582,811	619,995	544,470									
<b>Lake Shore &amp; Mich. South'n:</b>													
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	886,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,502	13,505,159
1878.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
1879.....	1,061,852	1,191,939	1,277,907	1,199,220	1,136,341	1,065,133	1,040,763	1,273,151	1,435,906	1,588,378	1,458,183	1,542,819	15,271,452
<b>Mo., Kan. &amp; Texas:</b>													
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	333,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	207,7-6	207,514	219,925	294,935	330,235	349,596	288,459	242,669	252,669	2,981,679
1879.....	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
1880.....	367,327	326,306	355,508	348,275									
<b>New York, Lake Erie &amp; Western:</b>													
1877.....	1,052,713	1,039,300	3,262,727	1,280,580	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878.....	1,304,019	1,121,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	1,398,244	16,509,621
1880.....	1,296,181	1,252,218	1,644,958										
<b>Northern Central:</b>													
1879.....	265,003	273,607	334,166	328,869									
1880.....	334,494	330,860	415,325	386,130									
<b>Philadelphia and Reading:</b>													
1876.....	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,596
1877.....	711,730	673,036	831,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,205,434	12,556,239
1878.....	610,768	482,233	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878										
<b>St. Louis, I. Mt. &amp; South'n:</b>													
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	458,075	52	



## NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.		Market Price.	Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.		Market Price.
		Payable.	When Payable.				Payable.	When Payable.	
National Securities, June 1, 1880.									
Loan of June 14, 1858.....registered	112,665,000	5	Jan. & July.	1874	Maryland (continued):				
Loan of February 8, 1861.....registered	3,084,000	5	Jan. & July.	1880	State Loans (10-15 year) 1872 to 1878...	\$965,000	5	Jan. & July.	'85-'89
Oregon War Bonds of March 2, 1861.....coupon	747,060	5	Jan. & July.	1881	Massachusetts—(\$31,869,430):				
Loan of July 17, and Aug. 5, 1861.....registered	118,471,100	5	Jan. & July.	1881	Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July.	1883
Loan of March 3, 1863.....registered	42,943,600	5	Jan. & July.	1881	Defenses and Bounty (1864) loans, stg.	8,383,244	5	May & Nov.	1894
Loan of March 3, 1863.....coupon	50,069,250	5	Jan. & July.	1881	War Loan, (1869) stg.	6,873,453	5	Jan. & July.	1889
Loan of March 3, 1864.....registered	13,737,900	5	Jan. & July.	1881	Troy & Greenfield R.R. bonds, '58 to '68.	7,056,130	5	April & Oct.	'88-'93
Loan of March 3, 1864.....coupon	10,400,000	5	Mar. & Sept.	1904	Troy & Green. R. R. bonds, 1871 to '75.	7,056,130	5	April & Oct.	'91-'95
Loan of March 3, 1865.....registered	5,200,000	5	Jan. & July.	1887	Southern Verm. R. R. bonds, 1860, gold	200,000	5	"	1890
Loan of March 3, 1865.....coupon	79,701,200	5	Jan. & July.	1887	B. H. & Erie R. R. Loan, 1868 and 1869.	3,599,021	5	Jan. & July.	1890
Refunding certificates of Feb. 28, 1870.....	291,978,050	5	Jan. & July.	1888	Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	Jan. & July.	1888	Harbor Improv. (5-20) bonds, 1874 & '76	700,000	5	Jan. & July.	'94-'96
Debt matured and without interest.....(var.)	8,124,965	5	Jan. & July.	1888	State Institution bonds, 1874 to 1877 gld.	3,742,250	5	Various.	'94-'96
Debt bearing no interest.....	395,424,350	5	Jan. & July.	1888	Michigan—(\$826,000):				
Pacific R. R. Bonds (registered).....(currency)	64,623,512	5	Jan. & July.	'95-'99	Two Million Loan bonds, 1863.....	591,000	5	Jan. and July.	1833
State Securities, latest dates.									
Alabama—(\$12,406,000):		5	Jan. & July.	1906	War Loan bonds, 1865.....	299,000	7	May & Nov.	1890
Substitution (A) bonds; July 1, 1876...	7,000,000	5	"	1906	Minnesota—(\$2,575,000):				
Substitution (B) bonds; R. R. do.	593,000	5	"	1906	State Buildings Loan bonds, 1869 & 1873.	3,000,000	7	Jan. & July.	'70-'83
Substitution (C) bonds; Ala. & Ch. R.R.	1,000,000	5	"	1906	Railroad (1858) Loans.....	2,275,000	7	June and Dec.	1887
Funded obligations, July 1, 1874.....	1,000,000	5	"	1884	Missouri—(\$19,517,000):				
Arkansas—(\$14,211,128):		5	Jan. & July.	1899	State Debt Proper, 1865 and 1866.....	439,000	5	Jan. & July.	1883
Funding bonds, 1860 & 1870.....	3,202,000	5	"	1900	Consolidation bonds, 1868.....	2,727,000	5	"	1888
Levee Warrants or bonds of 1871.....	1,987,773	5	"	1900	State Institutions, etc. bonds, 1872 to '74	401,000	5	"	1892
Ten-year (act of May, 1874) bonds.....	255,300	5	"	1884	Funding Bonds, 1874.....	1,104,000	5	"	1894
Sinking-fund (act of Dec. 1874) bonds.....	875,000	5	"	1884	New (act, March 29, 1875).....	4,350,000	5	"	'91-'97
Railroad Aid (1869 and 1870) bonds.....	5,150,000	5	April & Oct.	1900	Railroad Aid (1854-1860) Bonds.....	7,796,000	5	"	'80-'90
California—(\$3,394,500):		5	Jan. & July.	1888	Han. & St. Jo. R. Loans (& renewals.	3,000,000	5	"	'87-'90
Relief bonds, 1870 and 1872, gold.....	95,500	5	"	1885	Nebraska—(\$549,267):				
State Capitol bonds, 1870 & 1872, gold.....	500,000	5	"	1893	State (act Feb. 7, 1877) bonds.....	549,267	5	April & Oct.	1897
Funded Debt bonds, 1875, gold.....	2,801,000	5	"	1893	Nevada—(\$540,000):				
Connecticut—(\$4,967,650):		5	Jan. & July.	1883	State Bonds, 1871.....	100,000	10	Various.	'81-'82
War Loan bonds (20-yr), cou. & reg.....	877,000	5	"	1884	Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887
War Loan bonds (20-yr), cou. & reg.....	1,315,550	5	"	1884	New Hampshire—(\$3,573,550):				
War Loan bonds (20-yr), tax free, c. & r.	1,741,100	5	April & Oct.	1885	War Loan Bonds, 1864.....	600,000	5	Jan. & July.	'84-'89
Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	Municipal Equalization bonds, 1872.....	2,206,100	5	"	'92-'05
Delaware—(\$1,119,000):		5	Jan. & July.	'85-'91	State bonds, 1873.....	500,000	5	"	'79-'80
State bonds to railroads, etc.....	1,119,000	5	Jan. & July.	'85-'91	New Jersey—(\$2,076,300):				
District of Columbia—(\$22,718,100):		5	Jan. & July.	1891	War Loan (tax free) bonds, 1861-1863...	1,500,000	5	Jan. & July.	'80-'90
Improvement (gold) bonds, 1872.....	3,995,000	5	"	1891	War Loan (taxable) bonds, 1864.....	595,400	5	"	'91-'02
Improvement (cur.) bonds, 1873.....	670,000	5	"	1891	Canal Stock (1872-75) registered.....	7,276,000	5	Jan. & July.	'83-'93
Funding bonds, 1874, (guar. by U.S.).....	13,743,250	5	Feb. & Aug.	1924	Canal Stock (1874) registered.....	2,000,000	5	April & Oct.	1892
Washington Funding, gold, 1872.....	600,000	5	May & Nov.	1902	North Carolina—(\$24,098,845):				
Washington Funding, gold, 1872.....	1,160,000	5	Jan. & July.	1892	Refunded (act Feb. 1879) bonds.....	5,378,200	5	J. A. J. & O.	1909
Florida—(\$5,278,100):		5	Jan. & July.	1891	Railroad & Improvement (old) bonds.	3,359,000	5	"	'79-'98
Sinking Fund bonds, 1871.....	350,000	5	"	1903	Railroad & Improvement (new) bonds	3,898,600	5	"	'98-'00
Consolidated (gold) bonds, 1873.....	623,100	5	"	1903	Funding (new) bonds.....	11,366,000	5	April & Oct.	'98-'99
Consolidated (gold) bonds, 1873.....	300,000	5	"	1903	Special tax bonds.....				
Railroad Loan bonds, 1870, gold.....	4,000,000	5	"	1890	Ohio—(\$6,472,640):				
Georgia—(\$16,197,300):		5	Jan. & July.	'85-'91	Reg. (1860) Loans, pay. after Jan. '51.	4,972,640	5	Jan. & July.	1881
Atl. & Gulf R. R. bonds, 1858-60.....	800,000	5	Jan. & July.	1886	Reg. (1866) Loans, pay. after Jan. '86.	2,400,000	5	"	1886
W. & A. R. R. Renewal bonds, 1860.....	3,600,000	5	Jan. & July.	1886	Oregon—(\$317,491):				
Gold bonds, (act Sept. 15, 1870).....	2,007,000	5	J. A. J. & O.	1880	War, Bounty and Canal bonds.....	317,491	5	Jan. & July.	'80-'84
State bonds, (act Jan. 18, 1872).....	307,500	5	Jan. & July.	1892	Pennsylvania—(\$23,268,350):				
Funding bonds, (act Feb. 19, 1873).....	800,000	5	April & Oct.	'75-'76	Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902
Funded Coup. (endor. bonds) 1876.....	542,000	5	Jan. & July.	1898	Registered (15-25 year) bonds, tax free.	2,000,000	5	Jan. & July.	1904
Exchange (endorsed bonds) 1877.....	2,298,000	5	"	1889	Cou. & Reg. (1852) bonds, part 4, gold.	472,000	5	Jan. & July.	1882
Funding (1879) bonds.....	500,000	5	January.	1885	Registered stock (1867) Loan.....	11,472,000	5	Feb. & Aug.	'77-'92
Illinois—(\$808,742):		5	Jan. & July.	1880	Registered stock (1867) Loan.....	814,350	5	"	'77-'82
Refunded Stock bonds, 1847.....	357,442	5	Jan. & July.	1881	Rhode Island—(\$2,544,000):				
Chicago Relief bonds, 1871.....	250,000	5	"	1881	War Loan bonds, 1882 & 1883.....	1,175,000	5	Various.	'82-'83
Indiana—(\$4,614,783):		5	June & Dec.	1879	War Loan bonds, 1883 and 1884.....	1,369,000	5	Various.	'83-'94
Loan (1876) bonds.....	200,000	5	April & Oct.	'84-'89	South Carolina—(\$.....):				
Loan (1879) bonds.....	510,000	5	"	'84-'89	State Home Stock (1856-61) gold.....	289,172	5	Jan. & July.	'77-'86
Iowa—(\$300,000):		5	Jan. & July.	1881	State Home bonds (1853-54).....	192,000	5	"	'71-'80
War and Defense bonds, 1861.....	300,000	5	Jan. & July.	1881	Funding bonds and stock (1860) gold.	238,033	5	"	'87-'97
Kansas—(\$1,299,175):		5	Jan. & July.	'83-'84	Blue Ridge R. R. bonds (1854) gold.....	469,000	5	"	'75-'77
Funding, etc., bonds, 1861 to 1899.....	101,175	5	Jan. & July.	'79-'99	Funding bills receivable (1865) gold.....	72,000	5	April & Oct.	1888
Coupon bonds, 1861 to 1875, various.....	739,000	5	"	'84-'99	Funded Interest (1868) gold.....	149,000	5	"	1888
Military Loan bonds, 1864 to 1899.....	259,000	5	"	'84-'99	Funded Bank bills (1863) gold.....	242,350	5	Jan. & July.	1888
Louisiana—(about \$15,000,000):		5	Jan. & July.	1914	Conversion stock and bonds (1869) gold	451,000	5	"	1889
Consols (act Jan. 21, 1874).....	11,777,100	5	"	'84-'99	Land Commission bonds ('69-'79) gold	13,000	5	"	'80-'90
Loan to N. O. & P. R.R. ('78) \$2,000,000	106,000	5	"	'84-'99	Fire Loan (1883) bonds, tg.....	481,944	5	J. A. J. & O.	1888
Levee (act, 1835 and 1870) bonds.....	112,300	5	"	'84-'99	Fire Loan Stock, 1888, gold.....	151,780	5	"	1888
Various bonds (\$132,000 not fundable)	450,000	5	"	'84-'99	Relief (State Treasury) bonds, 1869.....	7,000	5	Jan. & July.	1889
Antislavery (1869) bonds.....	12,000	5	"	'84-'99	Reduction Public Debt stock 1873.....	241,257	5	"	1883
Various bonds (\$150,000 not fundable)	160,000	5	"	'84-'99	Consolidated bonds, 1873.....	4,023,000	5	"	1893
Mex. & Mex. Gulf Canal bonds (not f.)	260,000	5	"	'84-'99	Consolidated stock, 1873.....	149,254	5	"	1893
Loan to N. O. Mob & Tex. R.R. (n. f.)	2,509,000	5	"	'84-'99	Railroad bond endorsements.....	4,797,608	var	Various.	var.
Endorsements for N. O., M. & T. (n. f.)	876,000	5	"	'84-'99	Tennessee—(\$24,111,300):				
Mass—(\$5,248,900):		5	Jan. & July.	1890	Funding (new) bonds, 1873, coupon...	4,967,000	5	Jan. & July.	1914
War and Bounty Loan bonds, 1863.....	385,000	5	Jan. & July.	'79-'99	Funding (new) bonds, 1873, registered.	14,655,000	5	"	'75-'00
County Loan bonds, 1863.....	307,000	5	"	'79-'99	Funding (new) bonds, 1873, registered	292,300	5	"	'75-'00
County Loan bonds, 1864.....	2,330,600	5	"	'79-'99	Texas—(\$4,959,974):				
Municipal War Equalization bonds, '68	2,826,900	5	Jan. & July.	1914	Funded (1872) State Debt bonds.....	75,000	5	Various.	1891
Maryland—(\$11,325,670):		5	Jan. & July.	1890	Frontier Defense, 1871, (20-40s), gold...	697,000	7	Mar. & Sept.	1911
Loans to Railroads & Canals, stg.....	4,512,555	5	Various.	'80-'90	Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July.	1892
Loans to Railroads and Canals.....	186,684	5	J. A. J. & O.	1890	Funded debt bonds, 1874, (gold).....	1,000,000	7	"	1904
Loans (1839) to Balt. & Susq. R. R.....	769,000	5	Various.	'85-'90	Veteran Pension (1874) bonds.....	1,353,000	10	"	1894
Loans to Railroads and Canals.....	1,149,295	5	Jan. & July.	1883	Redemptio n bonds, 1876, gold.....	1,664,900	6	"	1906
Loans and bonds (1868) bonds.....	3,829,750	5	"	'87-'93	Vermont—(\$137,000):				
State Loans (1870 to 1874).....	916,394	5	"	'87-'93	War Loan bonds, 1882.....	137,000	5	June & Dec.	1890



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1888	....	1st Mort. guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	5	Jan. & July.	New York.	1889	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and Sept.	New York.	1900	86
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
Alabama and Georgia:							Muss. L. (see'd by \$4,000,000 Ber.)	8,000,000	7	"	Boston.	1899	....
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1901	....	Boston and Lowell:						
Alabama Central:							Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	115
Albany and Susquehanna:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1896	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Bonds of 1876.....	750,000	6	Jan. and July.	"	1899	107
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	108	Boston and Maine:						
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Bonds of 1893 (coup. and reg.)..	3,500,500	7	Jan. and July.	Boston.	1893	120
Albany Loan.....	933,000	6	"	"	1896	....	Boston and New York Air Line:						
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1908	100	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	37
Alexandria and Fredericksburg:							Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Brunswick and Albany:						
Allegheny Valley:							1st Mort. (gold) end. by G. & A. fr.	3,430,000	6	Apr. and Oct.	New York.	1908	....
General Mortgage.....	4,300,000	7.3	Jan. & July.	New York.	1896	118	2d Mort. sinking fund gold.....	2,360,000	7	"	"	1893	....
Special Mortgage to Penn.....	3,000,000	5	January.	Harrisburg.	1900	103	Buffalo, Bradford and Pittsburg:						
1st M. E. Ext. guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	103	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Funding Income (traffic guar.)	6,986,900	7	"	Pittsburg.	1894	26	Buffalo, Corry and Pittsburg:						
American Central:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	....	Buffalo and Erie:						
Androscoquin:							Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Arkansas Central (narrow gauge):							Mort. bonds ( " " )	2,944,000	7	Apr. and Oct.	"	1898	117
1st Mortgage.....	1,300,000	7	Jan. & July.	Lond. or Ama.	1891	....	Buffalo and Jamestown:						
Ashtabula, Youngstown & Pitts.							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Buffalo, New York and Erie:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	119
Athol and Nebraska:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1908	108	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
Athol, Topeka and Santa Fe:							2d Mortgage for \$1,000,000.....	545,500	10	"	"	1893	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	116	Burlington, Cedar Rapids & Nor.						
Land Grant Mortgage (gold).....	3,115,500	7	April & Oct.	Boston.	1900	113	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	89
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	1st Mort. (Minn. & St. Louis).....	150,000	7	Jan. & July.	"	1911	....
Pottawatomie Land Grant.....	.....	7	May & Nov.	N. Y. or Bos.	1879	....	Burlington and Missouri River:						
Consol. Second Mort. (gold).....	3,500,000	7	April & Oct.	Boston.	1908	119	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	114
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	1883	106	Stock (common) Bonds.....	.....	8	April & Oct.	N. Y. & Bos.	1879	....
Atlanta and Charlotte Air Line.							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	96	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Atlantic and Great Western:							Burlington and Mo. Riv. in Neb.:						
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bos.	1894	....
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	Bonds convertible until 1892.....	370,000	8	"	Boston.	1889	....
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Consolidated Mortgage.....	7,605,400	6	"	Boston.	1915	....
Atlantic and Gulf:							Burlington and Southwestern:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Calro and Fulton (Arkansas):						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	101
Atlantic and Lake Erie:							Calro and St. Louis (8 ft. gauge):						
1st Mort. (gold) for \$5,000,000.....	.....	7	Jan. & July.	New York.	1901	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):							Calro and Vincennes:						
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	.....	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Atlantic and Pacific:							California Pacific:						
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	....	2d Income, or double track b'ds	1,600,000	6	Jan. & July.	.....	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Camden and Amboy:						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Equipment Bonds.....	755,000	10	June & Dec.	"	1883	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	107
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	114
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	Sterling Loan, S. F. (£222,000).	1,286,000	6	Feb. & Aug.	London.	1880	....
Atlantic and St. Lawrence:							Camden and Atlantic:						
Sterling bonds (not Mort.) of 1883.	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	....
2d Mortgage (sterling) of 1884.....	1,500,000	6	April & Oct.	"	1884	....	2d Mortgage.....	497,000	6	April & Oct.	"	1899	....
3d Mortgage (sterling) of 1871.....	715,000	6	May & Nov.	"	1891	....	Camden and Burlington County:						
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Bald Eagle Valley:							Canada Southern:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. (skg fd) d for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	89
2d Mortgage.....	100,000	7	"	"	1884	....	Cape May and Millville:						
Baltimore and Ohio:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Loan of 1880-80.....	679,500	6	Jan. & July.	Baltimore.	1880	....	Carbondale and Shawneetown:						
Loan of 1883-85.....	1,710,000	6	April & Oct.	"	1885	106	1st Mortgage.....	200,000	7	Jan. & July.	.....	1902	....
Loan of 1886-90 (Balt.) skg fd.....	3,151,122	6	Jan. & Sept.	"	1890	....	Carolina Central:						
Loan of 1870-96 (etc.) skg fund.	3,273,956	6	March & Sept.	London.	1895	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
Loan of 1872-1902 (etc.) S. F.....	9,029,852	6	"	"	1902	....	2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Loan of 1874-1910 (etc.) S. F.....	9,464,500	6	May & Nov.	"	1910	....	Carthage and Burlington:						
Baltimore and Potomac:							1st Mort. guar. by C. B. & Q.	266,000	8	May & Nov.	New York.	1879	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Catawissa:						
1st Mortgage (R. R.) gold guar.....	3,000,000	6	April & Oct.	"	1911	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Bangor and Piscataquis:							1st Mortgage (new).....	1,300,000	7	"	"	1900	114
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Obattel Mortgage.....	204,835	6	May and Nov.	"	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cayuga Lake:						
Bay City and East Saginaw:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	....
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Cananovia and Canastota:						
Bedford and Bridgeport:							1st Mortgage, gol.....	220,000	7	Feb. & Aug.	New York.	1900	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Cedar Falls and Minnesota:						
Belmont and Moosehead Lake:							1st Mort. (U. F. to Warr.).....	98,000	7	April & Oct.	New York.	1884	107
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (W. to Minn. L. & N.)	34,000	7	Jan. & July.	"	1907	....
Belleville and Snow Shoe:													
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....							
Belleville and Indiana:													
1st Mort. ass'd by C. O. C. & L.	483,000	7	Jan. & July.	New York.	1899	....							
Belleville and Southern Illinois:													
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116							
Beoti and Madison (C. & N. W.):													
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....							
Bridgeway Delaware:													
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1902	112							
2d Mortgage.....	490,500	6	March & Sept.	Philadelphia.	1885	106							
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	104							
Bingham Canyon & Camp Floyd:													
1st Mortgage.....	240,000	8	Jan. & July.	.....	1903	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 875,000	7	Feb. & Aug.	New York.	1891	112 1/2	Chicago, Iowa and Nebraska:	\$ 409,400	7	Jan. & July.	Boston.	1888	....
1st Mortgage, 1st Div. \$10,000pm	582,000	7	" "	" "	1894	111 1/2	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000p.m.	2,400,000	7	May & Nov.	" "	1916	114 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak)	1,600,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series ( " )	2,000,000	7 1/2	" "	" "	1900	....
2d Mortgage Govern'm't subsidy	1,000,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6 1/2	" "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114 1/2
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7 1/2	Jan. & July.	New York.	1899	....	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7 1/2	April & Oct.	" "	1901	....	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush., N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	89 1/2	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	116	1st Mort. (La Crosse Division)	6,800,000	7	Jan. & July.	New York.	1893	114 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
Adjustment Mortgage.....	5,550,000	7	May & N. v.	New York.	1903	104	1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	109
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	111 1/2
Consol. Mort. for \$25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	99 1/2	1st Mort. (Minnesota Central)	183,000	7	" "	" "	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division)	4,000,000	7 1/2	" "	" "	1902	114
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	108 1/2	1st Mort. (Iowa and Dak. Div.)	577,000	7	" "	" "	1899	117 1/2
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	118 1/2
1st Mort., 30 years bonds, (gold)	25,883,000	6 1/2	Jan. & July.	New York.	'95-'98	118 1/2	2d Mort. ( " )	1,315,000	7 1/2	" "	" "	1898	117 1/2
Convertible 20 years bonds, gold	1,483,000	7 1/2	" "	" "	1888	102 1/2	1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	....
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	" "	Sacramento.	1894	105 1/2	1st Mort. (Mil. and Western)...	219,000	7	Jun. & July.	" "	1891	....
2d Mort. (Governm't Subsidy)	27,855,880	6	" "	U.S. Treasury	'95-'99	105	1st Mort. (Southwestern Div.)	4,000,000	6	" "	" "	1907	102 1/2
1st Mort. (Western Pacific) gold	2,735,000	6 1/2	" "	New York.	1899	109	1st Mort. (La C. & Dav. Div.)	1,785,000	6	" "	" "	1919	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	" "	" "	'88-'92	105	2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
1st Mort. (S. Fr., Okla. & Ala.)	500,000	6 1/2	" "	" "	1890	....	Consol. Mort. for \$35,000,000....	8,433,600	7	Jan. & July.	" "	1905	112 1/2
1st Mort. (San Joaquin V.D.) gold	6,000,000	6 1/2	April & Oct.	" "	1900	103 1/2	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	8,704,000	6 1/2	" "	" "	1890	105	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	105 1/2
Central Vermont:							General 1st Mortgage (193 m.)	3,440,400	7	" "	" "	1885	109 1/2
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	111	Funded coupons (193 m.)	675,400	7	May & Nov.	" "	1883	105
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	" "	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	25 1/2	Green Bay Ext. (26m & 76,000 a.)	180,000	7	" "	" "	1885	106
Income and Extension Bonds...	1,008,500	8	May & Nov.	" "	1902	19	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	'76-'77	39	1st Mort. (Menominee River)	400,000	6	Jan. & July.	" "	1906	....
Equipment Mort. ( " )	1,000,000	8	" "	" "	1889	39	Mississippi River Bridge.....	168,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	....	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Missisquoi R.R. ( " )	600,000	7	" "	" "	1891	38 1/2	Consol. skg fund (C. & N.W.R'y)	5,198,000	7	F. M. A. & N.	" "	1915	122
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds.....	12,348,000	7 1/2	June & Dec.	" "	1902	116 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	805,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.	187,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	" "	" "	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	106 1/2	Chicago and Paducah (C. B. & Q.):						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$25,000 p. m. gold...	2,304,000	7 1/2	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw. (C.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	105	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Oberaw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	" "	1888	....	New Mort. bonds for \$12,500,000	9,985,000	6	Jan. & July.	" "	1917	118
Cherry Valley, Sharon and Alb.:							Chl. & Southw. (C.B. & Q.)						
1st Mort. con. guar. by A. & S. Co.	800,900	7	June & Dec.	New York.	1899	....	1st Mort. gold (Atchison Br.)	1,000,000	7 1/2	May & Nov.	New York.	1899	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	" "	1901	....
1st Mort. gold " B ".....	15,000,000	6 1/2	May & Nov.	New York.	1908	64	Chicago and Superior:						
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7 1/2	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chillicothe and Brunswick:						
2d Mort. ( " ) coupon.....	918,000	6	" "	" "	1884	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income ( " ) coupon.....	300,000	6	" "	" "	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	180,500	8	" "	" "	1877	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cheshire:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'98	103 1/2	1st Mortgage of 1863.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1886	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000	996,000	7	April & Oct.	" "	1905	....
Chester and Tamaroa:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	600,000	7 1/2	May & Nov.	New York.	1901	....	1st Mort., guar. for \$2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	117	1st Mortgage.....	1,120,000	7 1/2	March & Sept.	New York.	1901	100
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	....	Consolidated Mortgage.....	471,000	7 1/2	June & Dec.	" "	1914	....
Sinking Fund Gold B'ds:							Cincinnati and Martinsville:						
Consol. Bonds (\$200 stg. each)	5,679,550	6 1/2	Jan. & July.	London.	1903	....	1st Mort., guar. by L. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L., J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112	Cincinnati & Muskingum Valley:						
2d Mort. ( " )	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)	1,861,000	7	Feb. & Aug.	" "	1900	108	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	110 1/2	2d Mortgage " "	65,000	7	" "	" "	1889	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Trust Mortgage (Burl. to Peoria)	653,000	7	April &amp										



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
4th (now 2d) Mortgage guar.....	1,096,000	7	"	"	1892	112	Detroit, Kel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	119	1st Mortgage for \$22,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	500,000	7	May and Nov.	"	1899	....
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1890	....	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	115	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., s.t. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	116	Detroit, Lansing and Northern:						
2d Mortgage ( " )	849,000	7	April & Oct.	"	1888	117	1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1899	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York	1878	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ( " )	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund....	10,428,000	7	April & Oct.	New York.	1908	80	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1876	....
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	"	1900	82	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,847,000	7	"	"	1890	43	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	1908-1908	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
2d Mort. ( " )	341,400	7	Jan. & July.	"	1890	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1888.....	110,000	7	March & Sept.	"	1886	....
1st M., s.t. ( " )	23,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1886.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	119
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort., guar. by C. B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol. Logansport & Bur.)	531,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ( " )	74,024	7	"	"	1895	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	586,000	7	"	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin. S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hooking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	110	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1841	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1883	113
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	110
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1883	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga. old)	635,000	6	"	"	1880-85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	123.4	111	Company Bonds ( " new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Cowanesque Valley:							Loan of 1867.....	.....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	"	"	1887-88	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	"	"	1892	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	"	"	1893-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876	13,851,500	4 1/2	"	Boston.	1906	92
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	290,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1892	86
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Erie Railway:						
2d Mortgage.....	300,000	7	"	"	1888	....	1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	118
Danv., Urb., Bloom'gton & Pekin:							2d Mortgage.....	2,174,000	6*	March & Sept.	"	1919	108
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....	3d Mortgage.....	4,852,000	7	"	"	1883	117
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	102
1st Mort. gold ssg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1883	111
Dayton and Michigan (O.H. & D.):							Buffalo Branch, 1st mortgage...	132,500	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Long Rock Mortgage.....	3,000,000	7	June and Dec.	"	1893	110
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....	1st Consol Mortgage gold.....	16,686,000	7*	March & Sept.	N.Y. & London.	1920	178
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	1st Consol Mort. Comp. Bonds.	5,685,000	7*	"	"	1920	50
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-84	....	Erie and Pittsburg (Penn.):						
Dayton and Union:							1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1893	100
Income Bonds.....	252,445	6	"	"	1879	....	Equipment Mortgage.....	760,000	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							European & N. American (Me.):						
1st Mortgage (assumed).....	495,000	6 1/2	March & Sept.	New York.	1881	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1905	....	1st L.M. & 1st on 55, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Decatur, Sullivan and Mattoon:							Kavanaugh and Crawfordsville:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st Mortgage (61 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	....
Delaware and Bound Brook:							1st Mortgage (109 m.)	635,000	7				



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Florida</b>							<b>Huntingdon and Broad Top Mt.:</b>						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	113
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	108
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	80
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. h. Exten.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	...
1st Mort. (Whitstone & W.)...	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1890	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
<b>Fonda, Johnstone &amp; Gloversville:</b>							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	154
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	<b>Indiana and Illinois Central:</b>						
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	<b>Indiana North and South:</b>						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
<b>Fort Wayne, Muncie &amp; Cin.:</b>							<b>Indianapolis, Blooming. &amp; West:</b>						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	72
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & Jul.	"	1912	...
<b>Framingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	61
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
<b>Fremont, Wilkison &amp; Mo. (S. C. &amp; P.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	<b>International and Gt. Northern:</b>						
<b>Galena &amp; Ohio Union (C. &amp; N. W.):</b>							1st Mortgage s. l. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	...
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	104	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	...
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	...
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	...
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	...
1st Mortgage, s. l., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1883	78-83
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	62
Company bonds (debentures)....	428,000	7	Jan. & July.	Augusta	1900-1901	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
Company bonds (debentures)....	1,560,000	6	"	"	"	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	...
<b>Illinois, Clinton &amp; Springfield:</b>							2d Mort. ( " ) guar. ....	1,407,000	7	Jan. & July.	"	1892	77-82
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	<b>Indianapolis and St. Louis:</b>						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
<b>Coahen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	...
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....						
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	...
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	...
1st Mort. L. G. not guar. gold....	2,000,000	7*	April & Oct.	"	1899	....	<b>Ionia and La. &amp; L. &amp; M.:</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	...
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	109	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
2d Mortgage.....	500,000	8	March & Sept.	"	1909	108	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	108
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipment Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	...
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, s. l. fund....	600,000	7*	Jan. & July.	New York.	1890	...
Provincial Debenture \$3,111,500	15,567,000	4*	"	"	"	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar. ....	1,092,000	8	Jan. & July.	New York.	1885	109
Mortgage Bonds \$127,000....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Mkt.) guar.	514,000	8	May & Nov.	"	1890	107
Mortgage Bonds \$547,000....	2,735,000	5	April & Oct.	"	1877-78	....	Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	"	1891	154
New Bonds \$1,000,000....	5,000,000	6	June & Dec.	"	1890	....	<b>Jacksonville, North West &amp; S. East:</b>						
Debenture Bonds \$1,743,160....	8,715,800	6	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	...
<b>Great Western Railway of 1869:</b>							<b>Jacksonville, Pensac. and Mobile:</b>						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	110	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	98	2d Mortgage.....	3,000,000	8	"	"	1899	...
<b>Green Bay and Minnesota:</b>							<b>Jamestown &amp; Frank (L. S. &amp; M. So.):</b>						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	...
<b>Greenville and Columbia:</b>							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	1881-86	....	<b>Jefferson (Erie):</b>						
1st Mortgage not guaranteed....	375,768	7	"	"	1881-86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	108
<b>Greenwich and Johnsonville:</b>							2d Mort. ( " )	84,000	7	"	"	1889	...
1st Mortgage.....	155,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	...
<b>Gulf, Western Texas and Pacific:</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
<b>Hannibal and Naples (T. W. &amp; W.):</b>							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1886	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	<b>Jersey City and Albany:</b>						
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	109	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	...
2d Mortgage.....	250,000	7	"	"	1892	....	<b>Joliet and Chicago (C. &amp; Alton):</b>						
<b>Hannibal and St. Joseph:</b>							1st Mortgage s. l. fund guar....	306,000	8	Jan. & July.	New York.	1882	...
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	<b>Junction, Philadelphia:</b>						
Missouri State Loan.....	1,500,000	6	"	"	1896-97	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	107	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	...
1st Mort. (C. & Palm R.R. 15 m.)	435,000	8	Feb. & Aug.	"	1892	....	<b>Junction and Breakwater:</b>						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
General Land Mortgage (277 m.)	492,000	7	"	"	1888	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
<b>Harlem Extension:</b>							1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July			



**An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."**

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincinnati and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8	Feb. & Aug.	N. Y. & St. Lo.	1896	118	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	
1st Mort. (2d Div. 253.94 m.) gold	4,088,000	6	June & Dec.	"	1896	117	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. L. & F.	1899	103	New Mort. (L. Cin. & L. R. W.)	275,300	7	April & Oct.	"	1907	
1st Mort. (1,000,000 acres) gold.	1,722,250	7	March & Sept.	N. Y. & St. Lo.	1880	111	Louisville and Nashville:						
1st Mort. (2,000,000 acres) gold.	1,500,000	7	Jan. & July.	N. Y. L. & F.	1880	107	Ten Year Mortgage Gold bonds	2,000,000	7	May & Nov.	New York.	1883	163
2d Mort. ( " ) gold.	1,500,000	7	March & Sept.	"	1886	101	Mort. main office lot & building	60,000	7	"	Louisville.	1883	
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880	98
2d Mortgage (Gov't Subsidy)	6,308,000	6	May & Nov.	U. S. Treas.	1896-97		1st Mort. (Memphis and Ohio)	3,600,000	7	June & Dec.	New York.	1901	
3d Mortgage (Income)	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1903	
Kent County (Del.)							1st Mort. ( " ecilian Branch)	1,000,000	7	Mar. & Sept.	"	1907	110
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880		Consol. M. for \$5,000,000 (382 m.)	1,070,000	7	April & Oct.	"	1898	114
Kentucky Central:							Louisville Loan.	850,000	6	"	"	1896-97	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1880	
3d Mortgage	237,000	7	June & Dec.	"	1885		Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1880	
Keokuk and Des Moines:							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	96	1st Mortgage gold, \$25,000 p. m.	2,575,000	7	Jan. & July.	New York.	1892	
Funded Interest	254,300	8	"	"	1884		Macon and Augusta:						
Keokuk and St. Paul (C.B. & Q.)							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	
1st Mortgage traffic guar.	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage not endorsed.	100,000	7	"	"	1887	
La Crosse, Trempealeau & Prescott:							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878		Macon and Brunswick:						
1st Mortgage gold guar.	1,300,000	7	Feb. & Aug.	New York.	1901		1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	
Lat. Muncie & Bloom. (T.W. & W.)	1,500,000	7	Feb. & Aug.	New York.	1901		1st Mort. " "	600,000	7	May & Nov.	"	1900	
1st Mortgage gold Louisville:	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage	1,100,000	7	April & Oct.	"	1889	
2d Mortgage	590,000	7	Jan. & July.	"	1903		Equipment Mortgage	150,000	7	"	"	1879	
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)	1,438,200	7	Jan. & July.	New York.	1897		1st Mort. guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n:							Mechoning Coal:						
Sinking Fund Mortgage		7	April & Oct.	New York.	1879		1st Mortgage	1,430,000	7	Jan. & July.	New York.	1902	
Consol. Mort. S.F., Reg'd Va.	9,441,000	7	J. A. J. & O.	"	1900	120	Maine Central:						
Consol. Mort. S.F., Conpor.	10,460,000	7	Jan. & July.	"	1900	123	Consolidated Mortgage	2,798,500	7	April & Oct.	Boston.	1912	109
2d Consol. Mort. for \$26,000,000	2,708,000	7	June & Dec.	"	1903	115	\$1,100,000 Loan, tax free	755,800	6	Jan. & July.	"	1898	91
Reg. Mort. (Clev., Pain. & Ash.)	1,355,000	7	Jan. & July.	"	1880		Extension (gold) Loan	498,500	6	April & Oct.	"	1900	
3d Mort. ( " )	920,000	7	April & Oct.	"	1892		1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Boat.	1890	
1st Mort. (Mich. B. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885		\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	1890	98
2d Mort. ( " )	1,505,000	7	Jan. & July.	"	1886		1st Mortgage (Portland & Ken.)	217,800	6	April & Oct.	Boston.	1885	93
1st Mort. (Cleveland & Toledo)	840,000	7	April & Oct.	"	1886		Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1885	
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882		2d Mort. (Bromeset & Kennebec)	280,000	6	June & Dec.	"	1876	
Mort. Bonds ( " Erie)	300,000	7	March & Sept.	"	1888		1st Mort. (Leeds & Farnington)	633,000	6	Jan. & July.	"	1901	
1st M. (Detri., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		Bath (Androscoggin) Loan	425,000	6	"	"	1891	
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890		Mansfield & Framing. (H.O. & F.)						
1st M. (School. & Three Rivers)	100,000	8	"	"	1887		1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1880	96
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		Marietta and Cincinnati:						
1st M. (Kal. Allegan & Gr. Rap.)	347,000	8	"	"	1888		1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891	102
1st M. (Jamestown & Franklin)	297,000	7	June & Dec.	"	1894		2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	107
2d M. ( " )	500,000	7	June & Dec.	"	1894		1st Mortgage Dollar	2,500,000	7	May & Nov.	"	1890	71
Lake Shore & Tuscarawas Valley:							3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	38
1st Mortgage gold	2,000,000	7	April & Oct.	Cleveland, O.	1901		4th Mortgage	4,000,000	8	April & Oct.	"	1905	
2d Mortgage, for \$1,000,000	694,000	7	"	"	1901		1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	
Elyria and Black Riv. b'ds ass'd	150,000	7	May & Nov.	"	1892		Marietta, Pittsburg & Cleveland:						
Lake Superior & Mississippi:							1st Mortgage gold	1,500,000	7	Feb. & Aug.	New York.	1895	
1st Mort. skg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Boet.-Ph.	1896	20	Marquette, Houghton & Ontonagon:						
2d Mort. gold tax free and conv.	8,200,000	7	April & Oct.	"	1900		1st Mortgage (Marq. & Ont.)	1,700,000	8	Jan. & Dec.	New York.	1892	113
Income Bonds	3,200,000	10	"	"	1902		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
Lawrence (P. Ft. W. & Chi.):							Consolidated Mortgage	1,454,000	8-10	Various	"	1892-96	
1st Mortgage, guaranteed	855,000	7	Feb. & Aug.	New York.	1895		1st Mortgage guaranteed	400,000	6	Jan. & July.	Boston.	1889	90
Leavenworth, Atch. & N. West'n:							Maryland and Delaware:						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899		1st Mortgage	850,000	6	May & Nov.	Boston.	1885	
Leaven. Lawrence & Galveston:							2d Mortgage	150,000	6	June & Dec.	"	1889	
1st Mort. skg fund conv. gold.	7,000,000	10	Jan. & July.	N. Y. & Boet.	1899	42	Massillon & Cleve. (C.M. V. & D.)						
1st Mort. (K. C. & San. Jo.) guar.	720,000	10	May & Nov.	Boston.	1890		1st Mortgage guaranteed, gold.	100,000	7	Jan. & July.	New York.	1890	
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891		Maysville and Lexington:						
Lehigh and Lackawanna:							1st Mortgage	500,000	7	Jan. & July.	New York.	1890	
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897		Memphis and Charleston:						
Lehigh Valley:							1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	100
1st Mortgage (new loan)	6,000,000	6	June & Dec.	Philadelphia.	1898	118	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	99
1st Mortgage ( " reg.)	6,000,000	7	March & Sept.	"	1910	127	Tennessee State Loan	1,514,143	6	"	"	1890	118
2d Mortgage for \$6,000,000	13,804,000	6	June & Dec.	"	1923	114	Income Bonds	800,000	10	March & Sept.	"	1897	
General Mort. for \$40,000,000.							Memphis and Little Rock:						
General Mort., registered							1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	
Lewish. Centre & Spruce C. (P. & E.)							2d Mortgage	1,000,000	8	"	"	1890	
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902		Metropolitan Elevated:						
Lexington & St. Louis (A. & P.):							1st Mortgage \$ or E.	8,503,000	6	Jan. & July.	New York.	1908	101
Little Miami:							Nichigan Air Line (Mich. Cent.):						
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883	97	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	105
Street Connection Bonds	525,000	6	Jan. & July.	Cincinnati.	1894		Michigan Central:						
Cincinnati Loan	100,000	6	May & Nov.	"	1880		1st Mortgage, convertible	356,000	8	April & Oct.	Boston.	1882	
Little Rock and Fort Smith:							1st Mortgage sinking fund conv.	2,179,000	5	"	"	1892	107
1st Mortgage gold	900,000	6	June & Dec.	New York.	1899		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	117
2d Mortgage	1,490,000	6	Jan. & July.	New York.	1883		1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	118
Street Connection Bonds	525,000	6	Jan. & July.	Cincinnati.	1894		Equipment Bonds for \$900,000	555,000	8	Apr. and Oct.	N. Y. & Boet.	1883	110
Cincinnati Loan	100,000	6	May & Nov.	"	1880		Michigan Lake Shore:						
Little Rock and Fort Smith:							1st Mortgage	800,000	8	Jan. & July.	New York.	1899	
1st Mortgage gold	3,500,000	6	Jan. & July.	N. Y. & Boet.	1900	52	Mich. So. and North'n Indiana:						
Land Grant sinking fund	2,000,000	7	"	"	1905	98	1st Mort. assum'd by L.S. & M.S.	6,254,000	7	May & Nov.	New York.	1885	103
Little Rock, Pine Bl. & N. Orleans:							Middletown, Unionv. & W. Gap:						
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900		1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	
Little Schuylkill (Phila. & Rdg.):							Midland of Canada:						
1st Mortgage, Skg. Pd.	759,600	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mortgage sterling \$335,000	1,075,000	6	May & Nov.	London	1894	
Logansport, Crawf. & S'wain Ind.							Midland Pacific:						
Long Island:							1st Mortgage gold, tax free	1,100,000	7	Feb. & Aug.	New York.	1899	
1st Mortgage	500,000	6	Jan. & July.	New York.	1875		Millin and Centre Co. (Pa.):						
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890		1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		Milwaukee and St. Paul:						
General Mortgage	775,000	7	"	"	1899	108	See Chicago, Mil. & St. Paul						
Louisiana & Mo. Riv. (Ch. & Al.)							Milwaukee, Lake Sh. & Western:						
1st Mortgage	1,554,000	7	Feb. & Aug.	New York.	1900	114	1st Mortgage	750,000	7	June & Dec.	New York.	1895	
Louisville, Falmouth and B. W.							Milwaukee and Northern						
1st Mortgage	8,000,000	6	March & Sept.	New York.	1890		1st Mortgage	2,134,000	8	June & Dec.	New York.	1901	
2d Mortgage	8,000,000	6	March & Sept.	New York.	1890		Mineral Point:						
							1st Mortgage	220,000	10	Jan. & July.	Detait.	1890	
							Marysville & Duluth (L.S. & M.)						
							1st Mortgage gold, guaranteed	400,000	6	Apr. and Oct.	New York.	1890	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.)	150,000	7	Jan. & July.	New York.	1911	102	N. O., Jack. & Gt. N. (N. O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	150,000	7	Jan. & July.	New York.	1911	102	2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N. W.):	150,000	7	April & Oct.	New York.	1908	....	New Orleans, Mobile and Texas:	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1888	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7	May & Nov.	"	1912	....	New York, Boston and Montreal:	6,250,000	7	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.:	2,040,000	7	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.	4,000,000	6	May & Nov.	London.	1904	....
1st Mortgage gold.	1,000,000	8	April & Oct.	Memphis.	1902	....	New York & Canada (D. & H. C.):	6,632,906	6	May & Nov.	New York.	1883	104
Mississippi and Tennessee:	1,100,000	8	Jan. & July.	"	1902	....	1st Mort. for \$800,000, guar.	74,500	6	May & Nov.	"	1883	....
1st Mortgage, Series A.	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	592,000	6	"	"	1883	104
2d Mortgage, Series B.	2,000,000	7	June & Dec.	"	1910	....	Bonds for B. & N. F. stk ( " )	167,000	6	"	"	1883	102
Mississippi Valley and Western:	2,000,000	7	June & Dec.	"	1910	....	Bonds for R. R. Stocks ( " )	2,591,300	6	June & Dec.	"	1887	100
1st Mortgage \$20,000 p. m.	2,000,000	7	June & Dec.	"	1910	....	Bonds for Real Estate ( " )	1,794,000	7	"	"	1885	111
Missouri, Iowa and Nebraska:	2,000,000	7	June & Dec.	"	1910	....	Bonds of 1884 renewed ( " )	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	"	1910	....	2d Mort. (Hudson River) S. F.	18,465,000	7	Jan. & July.	"	1903	127
Missouri, Kansas and Texas:	2,000,000	7	June & Dec.	"	1910	....	1st Mort. coup. for \$30,000,000	9,733,333	6	"	London.	1903	....
1st Mort. (U. Pac. S. Br.) skg fund	2,045,000	6	Jan. & July.	New York.	1899	....	1st Mort. Sterling for £2,000,000	107,704	7	Jan. & July.	New York.	1881	....
1st Mort. (Tebos & Neesho) S. F.	349,000	7	June & Dec.	"	1903	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	124
Consol. Land Grant, skg fd gold	10,418,000	7	Feb. & Aug.	"	1904	102	Consol. Mort. of 1872, reg...	8,500,000	7	"	"	1900	124
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	New York Elevated:	1,500,000	7	Jan. & July.	New York.	1906	113
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	57	1st Mortgage.	2,500,000	7	April & Oct.	New York.	1902	....
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	N. York, Housatonic & Northern:	2,500,000	7	Jan. & July.	New York.	1902	....
Missouri River, Pt. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	85	1st Mort. for \$4,000,000.	2,000,000	7	"	New York.	1903	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York, N. Haven & Hartford:	2,000,000	7	"	New York.	1903	....
2d Mortgage.	2,000,000	10	April & Oct.	"	1890	....	1st Mort. (Harlem & Portchester)	2,000,000	7	"	New York.	1903	....
Mobile and Girard.	377,500	7	Jan. & July.	Savannah.	1876	....	New York and New England:	4,708,000	7	March & Sept.	Boston.	1884	....
1st Mortgage.	800,000	8	"	New York.	1889	....	1st mortgage, old.	8,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. end. by Cent. R. R. of Ga.	33,500	8	"	Savannah.	1887	....	1st mortgage, new.	8,000,000	7	Jan. & July.	New York.	1894	....
Mobile and Montgomery:	2,484,000	8	May & Nov.	New York.	1900	....	New York and Oswego Midland:	2,500,000	7	May & Nov.	"	1895	....
1st Mort. end. by State of Ala.	800,000	8	"	"	1900	....	2d Mortgage convertible.	1,500,000	7	"	"	1896	....
2d Mortgage.	800,000	8	"	"	1900	....	2d Mortgage non-convertible.	3,800,000	7	"	"	1896	....
Mobile and Ohio:	5,886,000	6	May & Nov.	Mo. & Lond.	1883	....	3d Mort., Equipment.	2,425,000	7	"	"	1896	....
1st Mortgage Sterling.	1,524,800	8	"	Mobile.	76-'83	....	1st Mort. (West. Extension).	1,200,000	7	"	"	1896	....
Interest bonds.	769,920	8	"	London.	1883	....	Consolidated Mortgage.	50,900	6	May & Nov.	New York.	78-'81	....
Tennessee Substitution Bonds.	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	General Mort. for \$1,000,000.	1,000,000	7	Jan. & July.	New York.	1899	118
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	Norfolk & Petersburg (A. M. & O.):	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.	1,453,588	8	March.	"	1877	....	1st Mortgage.	187,000	8	"	"	1877	....
Consol. Mort. for \$18,000,000.	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	2d Mortgage.	454,000	8	"	Norfolk.	1893	109
Convertible 5 percent. bonds.	1,800,000	7	M. J. S. & D.	New York.	....	....	North Carolina:	210,000	8	May & Nov.	Co's Shops, N. C.	1888	....
Montclair (N. Y. and O. Mid.):	780,000	7	March & Sept.	New York.	....	....	1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, guar.	888,400	7	"	"	....	....	2d Mortgage.	232,500	8	"	"	1899	....
2d Mortgage.	127,000	7	May & Nov.	New York.	1888	....	North Eastern (S. Car.):	3,000,000	7	Jan. & July.	New York.	1895	117
Income Mortgage.	47,000	7	April & Oct.	New York.	1887	....	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Montgomery and Erie (Erie):	1,040,000	8	March & Sept.	New York.	1886	....	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	118
2d Mortgage.	380,000	8	June and Dec.	"	1900	....	General Mortgage.	2,035,000	7	Jan. & July.	"	1903	118
Montgomery and Eufaula:	500,000	7	J. A. J. & O.	New York.	1890	....	Consolidated Mortgage.	155,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage gold, tax free.	5,000,000	7	May & Nov.	New York.	1914	129	Northern Central:	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Morris and Essex (D. L. & W.):	2,000,000	7	Feb. & Aug.	"	1891	114	1st Mortgage, Md. State loan.	1,490,000	6	Jan. & July.	Baltimore.	1885	108
1st Mortgage sinking fund, guar.	2,000,000	7	Jan. & July.	"	1900	103	2d Mortgage S. F. Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
2d Mortgage guar.	384,000	7	Feb. and Aug.	"	1889	108	3d Mortgage Coupon.	2,599,000	6	Jan. & July.	Baltimore.	1900	109
Convertible bonds.	873,000	7	April & Oct.	"	1901	111	Mortgage coupon.	205,000	6	April & Oct.	"	1900	....
Construction bonds.	4,991,000	7	June & Dec.	"	1915	107	Mortgage registered.	2,790,000	6	Jan. & July.	Lond. & Balt.	2004	104
Gen'l M. (1st on Boonton Br.) gr.	1,025,000	7	"	"	....	....	Consol. Gen. Mort. S. F. Coup.	1,835,000	6	"	"	1894	....
Special Mortgage.	3,259,000	6	"	"	....	....	Consol. General Mort. coupon.	3,000,000	8	"	Baltimore.	1920	80
Consol. mort. for \$25,000,000	1,100,000	6	Jan. & July.	New York.	74-'88	....	Second General Mort. coupon.	1,000,000	8	"	"	1920	....
Nashville, Chattanooga & St. Louis:	1,000,000	4	"	"	71-'91	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey O	1878	....
1st Mort., endorsed by Tenn.	4,700,000	7	"	"	1913	114	1st Mortgage skg fd guar.	529,400	7	Jan. & July.	New York.	1900	80
2d Mort. (Held by U. S. Gov.)	1,000,000	7	"	"	....	....	Northwestern Virginia:	140,000	6	Jan. & July.	Baltimore.	1885	108
New Mortgage.	1,000,000	7	"	"	....	....	3d Mort., assumed by B. and O.	3,500,000	7	March & Sept.	New York.	1917	....
Nashville and Decatur (L. & N.):	1,000,000	7	Jan. & July.	New York.	1900	112	1st Mort. on R. R. & lands gold.	400,000	6	Jan. & July.	Boston.	1877	....
1st Mortgage sinking fund, guar.	206,000	6	April & Oct.	Nashville.	1887	....	Construction Bonds.	400,000	6	March & Sept.	"	1897	....
2d Mortgage gold.	200,000	6	"	"	....	....	Nyack and Northern:	150,000	7	Jan. & July.	New York.	1890	....
Nashua and Lowell.	200,000	6	Feb. & Aug.	Boston.	1892	107	1st Mortgage.	300,000	8	Jan. & July.	Boston.	1878	94
Bonds for freight depot.	800,000	7	Jan. & July.	New York.	1891	....	Equipment Mortgage.	200,000	8	"	"	1879	94
Newark & New York (C. of N. J.):	800,000	7	Jan. & July.	New York.	1891	....	Equipment Mortgage.	392,000	8	March & Sept.	"	1890	101
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....	Sinking Fund Bonds.	3,067,000	7	Jan. & July.	New York.	1898	114
Newark, Somerset & Straitville:	800,000	7	May & Nov.	New York.	1889	98	Consolidated S. F. Mortgage.	3,478,000	7	"	"	1898	115
1st Mortgage gold.	171,500	6	Jan. & July.	Boston.	1881	98	Consolidated Mort., Sterling.	112,000	7	"	London.	1899	....
New Bedford:	400,000	7	"	"	1894	105	2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	109
1st Mort. (New Bed. & Taunton)	525,000	7	Various.	New Haven.	98-'00	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1893	....
New Issue for \$500,000.	2,000,000	7	May & Nov.	New York.	1889	....	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
New Haven and Derby:	2,000,000	7	"	"	1881	....	1st Mort. (Springfield Division).	1,915,000	7	May & Nov.	"	1906	76
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Old Colony:	1,100,000	6	March & Sept.	Boston.	1886	110
2d Mortgage.	750,000	6	April & Oct.	"	80-'82	....	Plain Bonds.	32,000	6	"	"	1884	99
New Haven and Northampton:	200,000	7	"	"	1891	....	Plain Bonds.	1,450,000	6	Feb. & Aug.	"	1897	109
1st Mortgage.	3,000,000	7	Feb. & Aug.	New York.	1895	....	New Bonds for \$5,000,000.	1,992,000	7	March & Sept.	"	1894	110
Convertible bonds, tax free.	2,000,000	7	"	"	1881	....	Cape Cod Railroad Bonds.	25,150	7	Feb. and Aug.	"	1883	100



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	348,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,000	8	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$2,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. ( " " ).....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	116,000	6	June & Dec.	"	1878	....	Domestic (K) Bonds.....	65,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	6,500,000	8	"	"	1900	....	2d Mort. " " " " " "	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1888	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	111	1st Mort., endor. by Ala. gold...	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	Sterling Mort., guar. by L. & N.	21,833,400	6	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	104	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	93	1st Mortgage gold, assumed ....	7,194,500	6	Jan. & July.	New York.	1888	163 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114	South Side, Va. (A., M. and O.):						
2d Mort. ( " " ).....	6,000,000	7	May & Nov.	"	1897	98 1/2	1st preferred bonds.....	875,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7	June & Dec.	"	1897	103 1/2	2d preferred bonds.....	621,000	8	"	"	'84-'90	90 1/2
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7	"	"	1897	104 1/2	3d preferred bonds.....	452,800	6	"	"	'84-'90	94
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	2,983,000	7	March & Sept.	"	1895	106	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6	April & Oct.	New York.	....	90 1/2
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	113	2d Mortgage gold.....	88,000	7	"	"	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	102	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'80	....
St. Louis and San Francisco:							1st Mortgage (Muscooges) conv..	300,000	7	"	"	'72-'70	....
2d Mortgage A for \$500,000.....	319,840	6	May & Nov.	New York.	1906	89 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000..	4,959,142	2	"	"	1906	72	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7	"	"	....	....	2d Mortgage gold, tax free.....	445,000	7	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	225,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Barstow & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	96
Sectional Mort.....	318,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6	"	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage for \$500,000 guar...	182,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	114 1/2
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Tebo and Neaboh (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,000,000..	516,000	7	"	"	1894	....
Selma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile....	3,552,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	131
Selma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6	June & Dec.	"	1908	93
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1880	....	Income and Land Grant.....	7,706,228	7	July.	N. Y. & Phil.	1915	67
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7	Jan. and July.	....	1906	60 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	120
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	111	2d Mort. conv. ( " " ).....	1,300,000	7	April & Oct.	"	1886	....
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund..	94,000</					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" "	New York.	'75-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,208,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" "	"	1900	....	2d Mort. " " " "	200,000	7	" "	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	111	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	Sterling Mort., guar. by L. & N.	21,038,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	104	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	93	1st Mortgage gold, assumed....	7,194,500	6*	Jan. & July.	New York.	1888	103 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	114	South Side, Va. (A., M. and O.):						
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	98 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Brh)	2,500,000	7*	June & Dec.	"	1897	103 1/2	2d preferred bonds.....	621,000	6	" "	"	'84-'90	99 1/2
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	" "	"	1897	101 1/2	3d preferred bonds.....	452,800	6	" "	"	'84-'90	94
Consolidated Mortgage.....	1,500,000	7	" "	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1896	....
1st Mortgage.....	2,928,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116	Southern of L. L.						
Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1895	108	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1890	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'83	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$25,000,000.	11,000,000	6*	April & Oct.	New York.	....	96 1/2
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	113	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	102	South Western (Gen. of Ga.):						
3d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'80	....
St. Louis and San Francisco:							1st Mortgage (Muscookee) conv..	300,000	7	" "	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,540	6*	May & Nov.	New York.	1906	89 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000...	4,989,142	2*	" "	"	1906	72	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
S. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watb.) 80m.	386,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	"	1892	....	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	" "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	" "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Balem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Shefford and Chambly:						
Balem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Bald, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Baratona & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Bavannah, Albany & Gulf (A. & G.):							1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y., Bost. Ph.	1904	95
Sectional Mort.....	316,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Bavannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" "	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	" "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Bavannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	114 1/2
Bavannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebo and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,000,000...	616,000	7	" "	"	1894	....
Belma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,552,000	6*	Mar. & Sept.	N. Y., Ph. Lon.	1905	131
Belma, Marion and Memphis:							Consolidated Mortgage.....	7,545,000	6*	June & Dec.	"	1905	93
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,704,225	7	July.	N. Y. & Phil.	1915	87
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	280,000	10	" "	"	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)....	1,300,000	7	Feb. and Aug.	"	1896	120
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	....
Shenandoah and Fond du Lac:							Equipment Mort. sinking fund....	94,000</					



## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage sfg fund, guar....	52,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1890	100
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	116
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1899	109
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	108
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1898	106
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	113	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	"	1887	111	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1898	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
Omaha Bridge Bonds Sterling.....	2,225,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	112
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1896	....	1st Mort. (Swedenborg) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'98	60	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Union Pacific S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	117
1st Mortgage gold, sfg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr. gold sfg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	77	1st Mort. (Southern Extension).	640,000	7	" " "	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. Co's)	1,446,000	5	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ( " )	1,800,000	6	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1898	....
Loan of 1894 Sfg Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	Philadelphia.	1883	105	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	86
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Princeton.	1889	107	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Philadelphia.	1889	111	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	104	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	16
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Road to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	115
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,313,000	7	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,400	7	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	110	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	112	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	117	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	184,300	6	Various.	"	'81-'87	77
(1st series red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	291
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	218,900	8	Jan. and July.	"	1880	....	1st Mortgage sinking fund.....	1,999,750	6	Jan. and July.	Philadelphia.	1886	82
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
2d Mortgage.....	990,000	6	"	"	1884	103	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
3d Mortgage.....	990,000	6	March & Sept.	"	1900	117	Delaware and Hudson:						
5th Mortgage.....	990,000	6	Jan. and July.	"	1875	....	1st Mort. { 2d series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	107
Registered Certificates.....	54,191	8	"	"	1880	....	reg. { 3d series, Jan. 1, 1871	6,000,000	7	" " "	"	1891	110
Funded Interest.....	228,900	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	104
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	107
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,550	6	" " "	"	1882	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	Convertible Loan, gold.....	71,000	6	March & Sept.	"	1894	183
Warren & Franklin (P. T. & B.):							1st Mortgage, registered.....	6,381,933	6	J. A. J. & O.	"	1884	104
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	102	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,958,500	6	June & Dec.	"	1897	108
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,115,000	7	" " "	"	1911	125
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
1st Mortgage.....	150,000	9	May and Nov.	New York.	1898	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,050,000	7	Jan. and July.	Baltimore.	1882	76	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	350,000	7	"	"	1891	....	Morris (and Banking):						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	106	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mort. " " " " " " " "	1,200,000	6	Jan. and July.	"	1875	110	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
3d Mort. " " " " " " " "	600,000	8	May and Nov.	"	1878	76	Preferred Stock Dividend Scrip.	103,144	7	Jan. and July.	"	1887	....
4th Mort. " " " " " " " "	700,000	8	March & Sept.	"	1880	44	Pennsylvania:						
Funded Coupons (do.)	722,664	....	"	"	....	....	1st Mortgage sfg fund guar.....	2,905,000	6	Jan. and July.	Philadelphia.	1910	81
1st Mort. (Lynchburg & Danville)	571,970	....	Apr. and Oct.	"	1896	....	1st Mortgage (Wy. Val. Can.)..	600,000					







Month	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242
-------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

[illegible]



[illegible]



**Manchester and Ashburnham Railroad.**

At the annual meeting of the stockholders of the Manchester and Ashburnham Railroad Company, held in Manchester, N. H., on the 26th ult., the following Directors were elected: S. R. Payson, Edmund Dwight, J. C. Palfrey, Boston; ex-Gov. P. C. Cheney, Jos. Stone, H. K. Slayton, Arctas Blood, Manchester; Treasurer, M. P. Hall. Several names were added to the list of grantees. A report was made by a committee, consisting of ex-Governor Cheney, Col. Thos. Livermore, and Jos. Stone. The estimated cost of the road to the Massachusetts line is \$440,000. A very feasible route has been surveyed, with easy grades, and though nothing positive can be said at present, indications point to an early taking of the stock and the building of an independent competing line.

**Statement of the Public Debt of the United States, June 1, 1880.**

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	\$16,033,000 00	\$400,826 00
6 per cent. bonds, 1881 (Oregon), 1861.....	747,050 00	18,676 25
6 per cent. 1881 bonds, 1861..	161,414,700 00	4,033,367 60
6 per cent. 1881 bonds, 1863..	63,807,150 00	1,696,178 75
5 per cent. funded loan of 1881	488,848,700 00	2,036,869 58
4 per cent. funded loan of 1891	250,000,000 00	2,812,500 00
4 per cent. funded loan of 1907	739,434,700 00	4,223,664 67
Refunding Certificates.....	1,418,100 00	9,420 66
3 per cent. navy pension fund, 1868..	14,000,000 00	175,000 00

Aggregate of debt bearing interest.....	\$1,735,698,400 00	\$16,013,402 41
Interest due and unpaid.....		2,890,786 00

**DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.**

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837 stock, 1846.....	\$67,665 00	\$64,174 81
6 per cent. bonds, 1847.....	1,104 91	85 74
6 per cent. bounty land scrip, 1847.....	1,250 00	22 00
6 per cent. Texas indemnity bonds, 1850.....	3,275 00	213 06
6 per cent. bonds, of 1859.....	21,000 00	3,045 00
6 per cent. bonds, 1860.....	8,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	10,000 00	600 00
6 per cent. 5-20 bonds, called June, 1864.....	398,550 00	5,118 17
6 per cent. 5-20 bonds, called 1865.....	66,250 00	835 28
6 per cent. 10-40 bonds, called, 1864.....	114,550 00	61,156 21
6 per cent. Consol. bonds, called, 1865.....	2,880,300 00	263,717 61
6 per cent. Consol. bonds, called, 1867.....	631,700 00	7,787 91
6 per cent. Consol. bonds, called, 1868.....	2,467,200 00	275,624 24
1-10 to 6 per cent. treasury notes, prior to 1846.....	874,450 00	94,837 19
1-10 to 6 per cent. treasury notes, 1846.....	82,525 35	2,668 06
6 per cent. treasury notes, 1847.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	67 00
6 per cent. treasury notes, 1861.....	1,700 00	99 00
6 per cent. 3 years' treasury notes, 1861.....	3,000 00	364 50
5 per cent. 1 year notes, 1863.....	16,800 00	1,137 65
5 per cent. 2 year notes, 1863.....	46,775 00	2,350 85
6 per cent. compound interest notes, 1862-64.....	36,050 00	1,867 99
7 3-10 per cent. 5 years' treasury notes, 1861.....	243,210 00	49,450 46
6 per cent. certificates of indebtedness, 1862-63.....	144,900 00	5,386 14
4 to 6 per cent. temporary loan, 1864.....	4,000 00	253 48
3 per cent. certificates called.	2,960 00	244 19
Aggregate of debt on which interest has ceased since maturity.....	\$8,124,965 26	\$830,566 75

Aggregate of debt bearing interest.....	\$1,735,698,400 00	\$16,013,402 41
Interest due and unpaid.....		2,890,786 00

DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$61,030 00	
Legal tender notes, 1862-63.....	246,081,016 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency, 1862-64.....	15,602,934 37	
Gold certificates, 1863.....	8,050,100 00	
Silver certificates, 1873.....	12,224,270 00	
Unclaimed interest.....		7,777 03

Aggregate of debt bearing no interest.....	\$395,424,350 37	\$7,777 03
--	------------------	------------

**RECAPITULATION.**

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$212,001,900 00	
Bonds at 5 per cent.....	438,543,700 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,418,100 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$1,735,698,400 00	\$18,904,187 41
Debt on which interest has ceased since maturity.....	8,124,965 26	830,566 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,602,934 37	
Coin and Silver Certificates.....	20,374,370 00	
	\$395,424,350 37	
Unclaimed interest.....		7,777 03
	\$2,139,257,715 63	\$19,742,621 19

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,159,000,236 82	
---	--------------------	--

**AMOUNT IN TREASURY.**

Interest due and unpaid.....	\$2,890,786 00
Debt on which interest has ceased.....	8,124,935 26
Interest thereon.....	820,566 75
Gold and silver certificates.....	20,214,370 00
U S Notes held for redemption of certificates of deposit.....	12,815,000 00
Cash balance available June 1, 1880.....	161,087,939 96
	\$206,313,616 97
Debt, less amount in Treasury, Jun. 1, 1880.....	\$1,952,386,719 85
Debt, less amount in Treasury, on the 1st ult., 1880.....	\$1,968,314,753 72
Decrease of debt during the month.....	\$15,928,033 87
Decrease of debt since June 30, 1879.....	\$74,820,516 52

**BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.**

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$647,128 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.....	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	\$64,623,512 00	\$1,615,597 80

Interest paid by United States, \$45,651,155 94; interest repaid by transportation of mails, &c., \$13,084,816 67; interest repaid by cash payments: 5 per cent net earnings \$665,198 87; balance of interest paid by United States \$31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,  
Secretary of the Treasury.

**Receivers Lewis, Gowan and Caldwell** having filed their required bonds, as stated in our last issue, and having organized, appointed as Secretaries Messrs. White and Foster, the present Secretaries of the Railroad Company and the Coal and Iron Company, respectively. A form of notice was prepared for transmission to officers, agents, employees and others concerned, announcing that receivers had duly taken charge of the affairs of the two companies, and notifying the present agents, etc., to continue in the performance of their usual duties until further notice. The receivers also gave notice for the immediate preparation of such statements and reports as will show as concisely and accurately as possible the exact condition of affairs, the assets and liabilities of both companies, &c. The preparation of these reports and statements will be the work of considerable time.

The executive committee of the Hannibal and St. Joseph Railroad Company has directed a survey of the line between Chicago and Quincy, with a view of constructing an extension to Chicago.

**Philadelphia Stock Exchange.**

Closing Prices for the week ending June 1.

	W. 23. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.	
Allegheny Val. 7 1/2-10s.....	117	118
Income.....	117	118
Am. & Am. 6s, 1880.....	117	118
6s, 1880.....	117	118
Am. and Atlantic.....	117	118
Preferred.....	117	118
1st mortgage.....	117	118
2d mortgage.....	117	118
3d mortgage.....	117	118
Ontario & Western.....	117	118
Preferred.....	117	118
7s, new.....	117	118
Del. & Bound Brook.....	117	118
7s.....	117	118
Simira & Williamsport.....	117	118
Preferred.....	117	118
Hunt. & B. Top Mt.....	117	118
Preferred.....	117	118
2d mortgage.....	117	118
Lehigh Navigation.....	26	27
6s, 1884.....	106	105
Gold Loan.....	106	105
Railroad Loan.....	106	105
Conv. Gold Loan.....	106	105
Consol. Mort. 7s.....	106	105
Lehigh Valley.....	49	49
1st mort. 7s, coupon.....	116	116
1st mort. 7s, reg.....	127	127
2d mort. 7s.....	127	127
Consol. mort. 6s.....	127	127
Consol. mort. 6s, reg.....	127	127
Schuylkill.....	127	127
Minehill & Sch. Haven.....	127	127
North Pennsylvania.....	49	107
1st mortgage 6s.....	107	107
2d mortgage 7s.....	107	107
Gen'l mort. 7s, coup.....	107	107
Gen'l Mort. 7s, reg.....	107	107
Northern Central.....	31	31
6s.....	80	80
Northern Pacific.....	21	26
Preferred.....	49	48
Pennsylvania R. R. 6s.....	50	50
1st mortgage.....	103	103
Gen'l mortgage.....	116	116
Gen'l mort. reg.....	116	116
Consol. mort. 6s.....	116	116
Consol. mort. 6s, reg.....	116	116
Penn. State 6s, 2d series.....	116	116
do, 3d series.....	116	116
do, 6s, new.....	114	114
do, 4s.....	114	114
Phila. and Reading.....	10	11
1st Mortgage 6s.....	10	10
7s, of 1893.....	10	10
7s, new convertible.....	10	10
Consol. mortgage 7s.....	102	105
Consol. mortgage reg.....	102	105
Gen'l mortgage 6s.....	11	12
Philadelphia and Erie.....	11	12
1st mortgage, 6s.....	111	111
2d mortgage, 7s.....	111	111
Pittsb., Cin. & St. L. 7s.....	111	111
Pittsb., Titusv. & Rud. 13s.....	14	14
7s.....	78	78
Schuylkill Navigation.....	78	78
Preferred.....	78	78
6s, 1872.....	78	78
6s, 1882.....	78	78
United Co. of N. Jersey 160.....	160	160
Hestonville, (Horse).....	17	17
Chestnut & Wal. (do).....	17	17
Green and Coates (do).....	17	17

**Baltimore Stock Exchange.**

Closing Prices for the week ending June 1.

	W. 26. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.				
oreand Ohio .....	143	140	141	145	146
880.....	143	140	141	145	146
885.....	143	140	141	145	146
al Ohio (\$50).....	40	40	40	40	40
mortgage.....	40	40	40	40	40
ta & Cincinnati.....	40	40	40	40	40
mortgage, 7s.....	107	107	107	107	107
mortgage, 7s.....	69	78	76	73	71
mortgage, 8s.....	30	86	86	83	84
orn Central (\$50) 30.....	31	31	31	31	31
mortgage, 6s 1885.....	31	31	31	31	31
mortgage, 6s, 1900.....	31	31	31	31	31
00, Gold.....	31	31	31	31	31
04, gold.....	31	31	31	31	31
and Alex. 1st.....	31	31	31	31	31
mortgage, 6s.....	31	31	31	31	31
mortgage, 8s.....	31	31	31	31	31
mortgage, 8s.....	31	31	31	31	31
x. & Manassas 7 16.....	31	31	31	31	31
la & Connellsv. 7s.....	114	114	115	115	115
la 6s, Consol.....	56	56	56	58	58
ol. Coupons.....	94	94	93	94	94
bonds.....	20	40	41	41	40
rred Certificates.....	7	6	6	6	6
rn Maryland.....	107	107	107	107	107
f., end. by Balt.....	31	31	31	31	31
f. do.....	31	31	31	31	31
f. do.....	31	31	31	31	31
f., unendorsed.....	31	31	31	31	31
end. Wash. Co.....	31	31	31	31	31
ort., preferred.....	160	160	160	160	160
astern R. R.....	37	37	37	37	37



**New York Stock Exchange.**  
(Thursday's quotations follow money article.)  
*Closing Prices for the week ending June 2.*

	Th. 27. F. 28	Oct. 29	M. 31.	Jul. 1	W. 2.
Adams Express.....	111	111	111	111	110
Albany and Susq.....	106	106	106	106	106
1st mortgage.....	106	106	106	106	106
2d mortgage.....	106	106	106	106	106
American Express.....	106	106	106	106	106
Atlantic & Pacific Tel. 37	37	38	38	35	35
Burl. C.R. & Nor.....	56	56	56	56	55
1st mortgage 5s.....	91	91	91	89	89
Canada Southern.....	54	53	52	53	54
1st mortgage guar.....	89	89	89	88	89
Central of N. Jersey.....	57	58	58	54	57
1st mortgage 1890.....	101	101	101	101	115
7s, consolidated, aas.....	99	101	100	99	99
7s, convertible, aas.....	100	100	100	99	99
7s, Income.....	100	100	100	100	100
Adjustment.....	105	105	105	105	105
Central Pacific.....	66	64	64	65	65
6s, gold.....	115	115	115	115	115
1st M. (San Joaquin).....	105	105	105	105	105
1st M. (Cal. and Gr.).....	105	105	105	105	105
Land grant 6s.....	105	105	105	105	105
Chesapeake and Ohio.....	101	101	101	101	101
Chicago and Alton.....	106	106	106	106	106
Preferred.....	106	106	106	106	106
1st mortgage.....	106	106	106	106	106
Sinking Fund.....	106	106	106	106	106
Ohio, Burl. & Quincy 116	116	116	116	113	113
7s Consol. 1903.....	122	122	122	122	122
Ohio, Mil. and St. Paul. 71	70	69	69	68	70
Preferred.....	100	100	100	100	100
1st mortgage, 8s.....	118	118	118	118	114
2d mortgage, 7 3-10s.....	100	100	100	100	100
7s, gold.....	115	115	115	115	115
1st M. (La Crosse div.).....	114	114	114	114	114
1st M. (I. and M. div.).....	114	114	114	114	114
1st M. (I. and D. ext.).....	114	114	114	114	114
1st M. (H. & D. div.).....	114	114	114	114	114
1st M. (C. & M. div.).....	114	114	114	114	114
Consolidated S. F.....	112	112	112	112	112
Ohio, & Northwestern 91	90	89	89	88	89
Preferred.....	107	107	107	107	107
1st mortgage.....	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107
Consolidated 7s.....	122	122	122	122	122
Consol. Gold bonds.....	122	122	122	122	122
Do. reg.....	122	122	122	122	122
Ohio, Rock Isl. & Pac. 186	186	186	186	186	186
6s, 1917.....	117	117	117	117	117
Olav, Col. C. and Ind. 67	67	65	65	62	65
1st mortgage.....	119	119	119	119	119
Olav & Pittsburg guar. 112	112	112	112	112	112
7s, Consolidated.....	119	119	119	119	119
4th mortgage.....	119	119	119	119	119
Col., Ohl., & Ind. Cent 12	11	12	12	11	12
1st mortgage.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
Del. & Hudson Canal. 68	68	67	67	65	68
Reg. 7s, 1891.....	110	110	110	110	110
Reg. 7s, 1884.....	110	110	110	110	110
7s, 1894.....	110	110	110	110	110
Del., Lack. & Western. 74	74	73	73	71	73
2d mortgage 7s.....	107	107	107	107	107
7s, Consol. 1907.....	107	107	107	107	107
Erie Railway.....	107	107	107	107	107
1st mortgage.....	122	122	122	122	122
2d mortgage.....	122	122	122	122	122
3d mortgage.....	122	122	122	122	122
4th mortgage.....	107	107	107	107	107
5th mortgage.....	107	107	107	107	107
7s, Consol. gold.....	118	118	118	118	118
Great Western 1st mort.....	110	110	110	110	110
2d mortgage.....	98	98	98	98	98
Hannibal & St. Joseph 26	26	25	25	24	25
Preferred.....	69	69	69	67	69
7s, Convertible.....	106	106	106	107	107
Houston & Tex. Cent.....	58	58	58	58	58
1st Mortgage.....	103	103	103	103	103
Illinois Central.....	102	102	102	102	100
Lake Shore & Mich. Bo. 100	99	97	97	95	100
Consol. 7s.....	100	100	100	100	100
Consol. 7s, reg.....	120	120	120	120	120
2d Consolidated.....	115	115	115	115	115
Leh. & W. B. 7s, Con.....	120	120	120	120	120
Long Dock bonds.....	120	120	120	120	120
Louisville & Nashville. 120	120	120	120	120	120
7s, Consolidated.....	115	113	113	113	114
Manhattan.....	24	27	27	27	27
Metropolitan Elevated.. 94	94	94	94	94	94
1st Mortgage.....	101	101	101	101	99
Michigan Central.....	79	78	78	77	79
7s, 1902.....	117	117	117	117	110
M. S. and N. I. 1st, S.F.....	108	108	108	108	108
Morris and Essex.....	107	106	106	105	107
1st mortgage.....	106	106	106	129	107
2d mortgage.....	106	106	106	106	106
7s of 1871.....	106	106	106	106	106
7s, Convertible.....	106	106	106	106	106
7s, Consolidated.....	109	109	109	109	109
N. Y. Cent. & Hud. Riv 125	125	123	124	123	124
6s, Sinking fund, 1883.....	123	123	123	123	104
6s, Sinking fund, 1887.....	123	123	123	123	123
1st mortgage.....	123	123	123	123	123
1st mortgage, reg.....	127	127	127	127	127
N. Y. Elevated.....	114	115	115	114	113
1st mortgage.....	112	112	112	112	112
N. York and Harlem.....	112	112	112	112	112
Preferred.....	112	112	112	112	112
1st mortgage.....	112	112	112	112	112
2d mortgage.....	112	112	112	112	112

**New York Stock Exchange.**  
(Thursday's quotations follow money article.)  
*Closing Prices for the week ending June 2.*

	1 <sup>h</sup> 27. F. 23 Sat. 29. M. 31.	Tu. 1.	W. 2.
N.Y., Lake Erie & W. 74	32	32	20
Preferred.....	64	62	48
2d Consolidated.....	56	54	78
New 2d S. fund.....	80	74	80
N. Y. N. Haven & Hart.....	78	77	73
North Missouri 1st M.....	.....	.....	.....
Northern Pacific.....	24	28	117
Preferred.....	45	47	22
Ohio and Mississippi.....	20	25	44
Preferred.....	.....	70	25
2d mortgage.....	105	.....	.....
Consolidated 7s.....	.....	.....	.....
Consol. Sinking fund.....	.....	.....	115
Pacific Mail S. S. Co. 34	32	31	31
Pacific R. R. of Mo.....	.....	.....	.....
1st mortgage.....	.....	108	.....
2d mortgage.....	.....	.....	109
Panama.....	180	.....	.....
Philadelphia & Reading 27	22	21	20
Pitts., Ft. W. & Chi. gtd 11	119	.....	24
1st mortgage.....	64	.....	.....
2d mortgage.....	.....	.....	.....
3d mortgage.....	73	72	.....
Pullman Palace Car.....	.....	.....	.....
Quicksilver Mining Co.....	10	10	10
Preferred.....	50	.....	51
St. Louis & San Fran. 31	31	.....	31
Preferred.....	42	43	43
1st Preferred.....	60	65	.....
St. L., Alton and T. H.....	.....	.....	17
Preferred.....	.....	.....	.....
1st mortgage.....	.....	.....	.....
2d mort. preferred.....	.....	.....	.....
Income bonds.....	.....	.....	.....
St. L., Iron Mt. & S. As 40	39	37	30
1st mortgage.....	.....	114	37
2d mortgage.....	98	98	98
Tol., P. & War. 1st E. D.....	.....	.....	.....
1st mort. West. Div.....	.....	.....	.....
Union Pacific.....	85	85	84
1st mortgage.....	113	113	112
Land Grant 7s.....	111	111	111
Sinking Fund 8s.....	116	.....	116
United States Express.....	45	.....	.....
Wabash.....	.....	.....	.....
1st mortgage.....	.....	.....	.....
2d mortgage.....	99	97	99
7s, Consolidated.....	95	96	95
St. Louis Division.....	105	.....	.....
Wabash, St. L. & Pac. 30	30	30	29
Preferred.....	57	57	55
New Mort. 7s.....	.....	.....	.....
Wells-Fargo Express.....	105	105	106
Western Pacific bonds.....	109	.....	.....
Western Union Tel.....	94	93	87
7s, S. F. conv. 1900.....	113	.....	88

**New York Stock Exchange.**  
Closing Prices for the week ending June 1.  
Th. 27. F. 28. Sat. 29 M. 31. Tu. 1. W 2

<b>FEDERAL STOCKS:-</b>					
<b>U. S. 4s, 1907, reg.</b> .....	108	108	108	107	107
<b>U. S. 4s, 1907, coup.</b> ....	108	108	108	109	108
<b>U. S. 4s, 1891, reg.</b> .....	109	109	109	109	109
<b>U. S. 4s, 1891, coup.</b> ....	110	110	110	109	109
<b>U. S. 5s, 1881, reg.</b> .....	108	108	108	108	108
<b>U. S. 5s, 1881, coup.</b> ....	108	108	108	108	108
<b>U. S. 6s, 1881, reg.</b> .....	106	106	106	106	106
<b>U. S. 6s, 1881, coup.</b> ....	106	106	106	106	106
<b>U. S. 6s, 1880, reg.</b> .....	104	104	104	104	104
<b>U. S. 6s, 1880, coup.</b> ....	104	104	104	104	104
<b>Dt. of Col. 3-8s, reg.</b> ....	98	98	98	98	98
<b>Dt. of Col. 3-8s, coup.</b> ....	98	98	98	98	98
<b>U. S. 6s, Pac.R.R.issue</b> ..	108	108	108	108	108

**London Stock Exchange.**

	—Closing Prices.—	
	May 21.	May 34.
Atlantic & Gt. W. 1st mort., Certs.	66	70
Do. 2d mort. Certs.	51	53
Do. 3d mort., Certs.	14	15
Baltimore and Ohio (sterling).	113	115
Central of New Jersey \$100 shares.	68	72
Do. Cons. Mort. Oct. '79 coupon.	105	108
Do. Adjustment bonds.	105	107
Do. Income bonds.	80	84
Det., Gd. Haven & Mil. Equip. bds. 109	111	109
Do. Con. M. 5 p.c. till '84 after 6 p.c.	99	101
Erie shares \$100 Recon. Ass. \$6 pd.	374	371
Do. Pref. Shares, R. T. Ass. \$3 pd	64	63
Do. 1st Con. M. ex-Certs. 6 Cou.	122	115
Illinois Central \$100 shares.	105	107
Lehigh Valley Consol. mortgage.	108	112
N. Y. Cent. & Hud. Riv. Mt. bonds	129	131
Do. \$100 shares.	128	130
Do. Mort. bonds (avc.)	117	119
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds.	118	120
Do. do. 2d do.	85	87
Do. 2d Consol. Mort. bonds.	90	92
Do. Gold Income Bonds.	70	75
Pennsylvania, \$50 shares.	52	53
Do. Con. Sink. Fund Mort.	113	115
Philadelphia and Reading \$50 shs.	23	24
Pittsb. Ft. W. & Chic. Equip. bds. 110	112	110
St. Louis Bridge 1st mort. gold bonds	109	111
Do. 1st pref. stock.	68	72
Union Pacific Land Grant 1st mort.	112	114

**American Railroad Journal.**

### Financial and Commercial Review.

THURSDAY EVENING, June 3, 1880.

The Wall Street and Merchandize Markets for the past week have been under the control of speculators as a rule whenever there has been a speculative interest. The situation has been so bearish of late in all these markets that a very large short interest has been created in most of them and the large cliques or operators who hold or control stocks of merchandize or the supply of stocks on the street, have used the opportunity to make a turn on the bull side of the market by squeezing this short interest. The result has been higher prices in stocks and in breadstuffs, all of which were more or less cornered, while provisions have ruled lower and cotton unsettled on an excess of stocks and a small short interest. The foundation for this kind of a market was laid in Wall Street last week by the great fall in the coal stocks, in which an enormous short interest was created and a good part of it is still in existence, though much of it has been covered and the profit taken, yet the remaining portion has been sufficient to sustain these shares better than the balance of the list through the week and at its close to advance these several points in excess of the balance of the list. On the other hand the Vanderbilt stocks have been weak and lower on an active market said to be due to a bear clique formed to depress Lake Shore and Western Union for the purpose of buying these stocks. With these all the other Vanderbilt shares have sympathized until near the close, when all rallied quite sharply on an active demand from the shorts to cover their contracts.



With these two counter movements the rest of the market has sympathized some stocks following the coal stocks and others the Vanderbilts, without important movements in any. The dealings have been on a greatly restricted scale and have not averaged more than about half those of last week's. As to the tendency of the market it is difficult to say. As stated in our last the shock to the coal shares by the fall of Reading is not to be overcome in a day, and the feeling is yet bearish on these particularly, and it will be the cause of another reaction in their prices unless the rest of the market becomes bullish and carries them with it, or the bearish selling of them shall produce an artificial market by which the managers of these coal roads will be able to sustain their stocks by holding them off the street and making them scarce for borrowing until they force the shorts to settle by worrying them out with charges, as was the case in 1877, when they "milked" the market in this way, and then let it down until they secured another large short interest on which they would jump up the price so suddenly that they could not cover except at heavy loss, and repeat the above squeezing operations. Hence the inherent distrust of, and the weakness in the coal shares may be made their great speculative strength. As to the prospects of the balance of the market it may safely be said that confidence in late prices will be restored more slowly than they were broken even, unless the great operators combine for another wild boom like last fall's, and the public go crazy again. Should crops prove to be good later on, and these operators interests be on the long side, it is not at all unlikely we may see a repetition of last Fall. Indeed their operations are already shaping themselves for such a move should the opportunity offer, while on the other hand they are endeavoring to get their line of stocks at low enough prices to be safe should the situation at harvest be unfavorable to a boom. In other words they are getting back their stocks sold to the public on the late boom, at safe prices and will be the holders of the floating supply as they were a year ago, and at no great enhancement of values, while the money made on the rise has gone into their pockets, and out of the hands of the public. By so much then will their power to manipulate the market in the future be increased, as has been shown lately in their power to break it in spite of the public who held the stocks and believed in them.

The bond market has followed the share list, and especially the Erie Consolidated Seconds have been very active at lower prices with the stock, which went off with the Vanderbilts, and other trunk lines and Grangers, while a special effort was made to break the bonds, which are held largely by Keene, on the rumor that the June interest would not be paid. On its payment promptly as announced by President Jewett, the market recovered for both stocks and bonds of the road.

The money market has been easy throughout, and an important feature in the stock market. The usual weekly sale of \$1,000,000 bonds to the Treasury added to the ease and the prices paid were not materially changed. The State issues have been higher and in demand for investment by people who had become frightened at stocks bought at much higher prices and sold out putting the proceeds in Governments.

Good State bonds have been in fair request for the same reasons but speculatives have not materially changed.

Sterling Exchange has been quiet as a rule about steady prices, and the increased shipments of wheat for account of the Combination for the past week, and larger account for which vessels have been taken for all June will doubtless prevent the export of gold spoken of as likely to occur before long, in our last.

Exports have been \$3,042,822 the past week against \$3,691,638 last year, and \$157,619,094 since January 1st, against \$133,887,100 last year.

The last bank statement shows a further increase in the surplus reserve of over \$2,000,000, making it \$16,128,480 against \$18,919,975 last week, and \$5,078,675 a year ago. From this date to January 1880, a year ago, the surplus was not higher than \$18,614,825 at any time.

Northern Pacific went up on the House Committee's report in favor of extending its land grant. Pacific Mail was better on the election of a Gould director, and consolidation virtually of the Pacific Railroad and Panama interests.

The receivers of Reading announced early in the week that the interest for June on the Consolidated Mortgage bonds will be paid, an order from the Court authorizing them to borrow \$1,000,000 for that and other purposes having been obtained.

New York, Ontario and Western Railroad officials say that the increase of the capital stock of the company is to provide for the \$30 per share assessment on the old capital stock and convertible bonds. This assessment, if paid on all shares and bonds, will amount to \$3,250,000, making with the \$7,050,000 cash now on hand, a total of \$10,300,000.

Monday being a holiday, and the excitement of the Chicago Convention since, have checked business in all lines. On Tuesday the market for stocks was decidedly lower, but Wednesday they were better again as will be seen from our table of daily quotations. The decrease of the public debt for May was \$15,928,038 87. Cash in Treasury June 1st, \$206,613,516 97.

Mining stocks have been a little more active without material change, though the opening of the new mining exchange had been heralded by its patrons as the beginning of a boom in these stocks. These "boom" prophets are getting ridiculous here as in San Francisco, where they have been predicting one for a year, while stocks have steadily gone down. It will take more than a mining exchange and a brokers' market to boom stocks, and when honest management is introduced into mining for a novelty the public may possibly have confidence again in mining shares and buy, but we apprehend not much before, except some few stocks which are justly regarded as investment because so managed.

Among this class it would be difficult to find a San Francisco managed mine, and it is to be hoped the new "Hoodlum" mining laws of that State will bring some of these mining sharks to account who have been decrying the late Legislature because they could not own and control its members as they have former ones, until California has become a semi-civilized State under their misrule and robberies of the people, until the

masses were compelled to rise to save their homes from these legalized brigands who controlled the Press and made public opinion on the Pacific Coast to perpetuate the power of a gang of men, beside whom Kearney and Killoch even are paragons of virtue and honor.

If one doubts the justice of these remarks let him read the new mining laws of California and compare them with the old ones, for by men's acts we judge them, not by their words.

Wheat, corn and oats were "cornered" here at the close of May and were forced up to shut off exports. Since then prices fell back to the old level and shippers are taking hold freely, while the clique or their agents have chartered over 50 vessels this week at this and other ports to take wheat during this month. There will probably be the largest shipments this month, therefore since last August.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 35½@36; Burlington, Cedar Rapids and Northern, 56@60; Canada Southern, 54½@54½; Central of New Jersey, 58¾@58¾; Central Pacific, 64@65; Chicago and Northwestern, 90@90¼; do. pref., 108¼@108¾; Chesapeake and Ohio, 15@16½; do. 1st pref., 20@25; do. 2d pref., 16@18½; Chicago, St. Paul and Minneapolis, 47@48; Chicago, Milwaukee and St. Paul, 70½@70¾; do. pref., 100@100½; Chicago, Rock Island and Pacific, 191@193; Chicago and Alton, 106½@107½; do. pref., 122@125; Chicago, Burlington and Quincy, 114¼@115; Chicago, St. Louis and New Orleans, 23@25; Cleveland, Columbus, Cincinnati and Indianapolis, 66@67; Col., Chicago and Indiana Central, 12¼@12¼; Delaware and Hudson Canal, 67¼@67¾; Delaware, Lackawanna and Western, 75@75½; Hannibal and St. Joseph, 25@25¼; do. pref., 67½@67½; Houston and Texas Central, 58@61; Illinois Central, 101@101½; Lake Erie and Western, 22¼@23; Lake Shore and Michigan Southern, 96½@97; Louisville and Nashville, 124@124; Michigan Central, 79@80; Morris and Essex, 105@107; Manhattan Railway, 27½@27½; Metropolitan Elevated, 94½@97; Nashville, Chattanooga and St. Louis, 59½@60; New York Elevated, 113½@115; New York Central and Hudson River 124½@125; New York, Lake Erie and Western, 32¾@32¾; New York, Ontario and Western, 26¼@26¼; Northern Pacific, 24@24¼; do. pref., 45¾@45¾; Ohio and Miss., 25¼@25½; do. pref., 68½@70½; Pacific Mail, 34½@34½; Panama, 175@—; Philadelphia and Reading, 20¾@24; St. Louis and San Francisco, 30¼@32; do. pref., 42@43; do. 1st pref., 63½@65; St. Louis, Iron Mountain and Southern, 38¾@38¾; St. Paul and Sioux City, 36½@38; do. pref., 71@73; St. Louis, Alton and Terre Haute, 13½@18; do. pref., —@60; Union Pacific, 85½@86; Western Union Telegraph, 88¼@88¾; Wabash, St. Louis and Pacific, 30¾@31; do. pref., 57¼@57½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. bonds, ass., 105; Boston, Hartford and Erie 1st, 36½; Boston and New York Air Line, 37; Buffalo, New York and Erie 1st, 191½, 119; Chicago, St. Louis and New Orleans, 25; Central Iowa 1st, 96¾;



Chicago, St. Paul and Minn., 48; do. 1st, 102; Chesapeake and Ohio 2d pref., 17½; do. cur. int., 35; do. 1st, Series B, 64; Col., Ohi. and Ind. Cent. inc., 33; do. 1st, Trust Co. certif. ase. sup., 81¼; Chicago, Milwaukee and St. Paul 1st, S. Minn. Div., 101¼; Cedar Falls and Minn. 1st, 107; Chicago and Northwestern Int. bonds, 105; Cairo and Fulton 1st, 106½; Denver and Rio Grande 1st, 100½; Erie and Pittsburg 7s, consols., 100; Houston and Texas Central 2d, M. L., 109; Houston and Gt. Northern 2d, per. com. rec., 30; Hannibal and Central Missouri 1st, 108¼; International and Gt. Northern 1st, 98; do. 2d, 30; Ind., Bloom. and Western, 26½; do. 2d, 61; Indianapolis, Decatur and Springfield 1st, 96½; Kansas Pacific 1st, consols., 90; do. 6s, Denver Div., ase., with coupon certif., 103; Keokuk and Des Moines, 1st, 96; Lake Erie and Western, 22; do. inc., 35; Lehigh and Wilkesbarre consols. ase., 91; Laf., Bloom. and Muncie 1st, 97½; do. inc., 63; do. 1st, 97¼; Marietta and Cincinnati 1st pref., 7½; do. 2d pref., 5½; Mobile and Ohio, 14¼; do. 1st debent., 69½; do. 2d debent., 36½; do. 1st mort., 100¾; Memphis and Charleston, 31; Missouri, Kansas and Texas, 29¾; do. consols. ase., 102¼; do. 2d, 56½; Nashville, Chattanooga and St. Louis, 50½; New York, Ontario and Western, 24¾; Oregon Railway and Nav., 108; do. 1st, 93; Ohio Central, 1st, 89; Ohio and Mississippi 1st, Springfield div., 76; Rome, Watertown and Ogdensburg, 21; do. 1st consols., 57; St. Paul and Sioux City, 35; do. pref., 72; do. 1st, 101¾; St. Paul and Duluth, 26; St. Louis and San Francisco 2d, class B, 70; St. Louis and Iron Mt. 1st pref. inc., 77; do. 2d pref. inc., 68; do. Arkansas Branch, 103¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 106; do. St. Charles Bridge 1st, 106; Texas and Pacific Inc. L. G., 57; Toledo, Peoria and Warsaw, W. D., per. com. rec., 126½; North Carolina 6s, S. T., 3d class, 4¼; Ohio 6s, 1886, 112; do. 1881, 103; Arkansas 7s, M. O. and R. R. R., 5¼; Virginia 6s, consols, ex mat. coupon, 58; do. 6s, def., 8; Georgia 7s, new, 110; do. 6s, 100; South Carolina 6s, non-fund., 3¾; Louisiana 7s, consols., 44½; Alabama, Class A, 59; Missouri 6s, 1886, 107½; Quebec 5s, 100; Consol. Coal and Iron, 29; Pennsylvania Coal, 195; New Central Coal, 21½; Am. Dist. Tel., 72½; Sutro Tunnel, 2¼; Climax Mining Co., 2½; Central, 5¼; Caribou, 2½; Excelsior, 16; Homestake, 29¼; Little Pittsburg, 6¼; Ontario, 33½; Standard, 26½.

**Philadelphia.**—Am. S. S. Co., 6s, 100; Camden and Atlantic pref. scrip, 55; Central Transp. 48½; Connecting R. R. 6s, 111; Erie and Western Transp., 50½; Empire Car Trust, 100¾; Huntingdon and Broad Top Mt. consols., 7s, 60; Nesquehoning Valley R. R., 54; Pennsylvania and New York Canal 7s, 1896, 125; Pennsylvania Co. 6s, 105½; Pittsburg Av., 7s, 105; Pennsylvania R. R. dividend scrip, 100¾; Pennsylvania Canal 6s, 82; Railway Car Trust, Series D, 98¾; Susq. Coal 6s, 104½; Texas Pacific 1st, 101; St. Paul and Duluth pref., 52; Union and Titusville 7s, 77; Warren and Franklin 7s, 102; Western Pennsylvania 6s, 105¼. The latest quotations are: City 6s, 106@108; do. free of tax, 123@—; do. 4s, new, 105@106½; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 107½@109; do. 5s, new loan, 115@115½; do. 4s,

new, 104@105; Philadelphia and Reading, 10½@105½; do. consols. mort. 7s, coupon, 107@—; do. reg. 108@—; do. mort., 6s, —@—; do. 7s, 1893, —@—; United New Jersey R. R. and Canal, 159½@160; Pittsburg, Titusville and Buffalo R. R., 14¼@15; do. 7s, 78@79; Camden and Amboy mort. 6s, 1889, 111¼@111½; Pennsylvania R. R., 49¾@49¾; do. 1st mort., 103¼@103¾; do. gen'l mort., coupon, 116¼@116½; do. reg., 116@118; do. consols. mort. 6s, reg., 112@115½; Little Schuylkill R. R. —@43; Morris Canal pref., 149@150¼; Susq. Canal 6s, 75@82; Schuylkill Nav., —@—; do. pref., —@7; do. 6s, 1882, 56½@57½; do. 1872, 98@101½; Elmira and Williamsport pref., 50@51; do. 6s, 109@—; do. 6s, 82@85; Lehigh Coal and Navigation, 26¾@26½; do. 6s, 1884, 108¼@106½; do. R. R. loan, 109@112; do. Gold Loan, 105@107½; do. consols. 7s, 105@106½; Northern Pacific, 23½@24; do. pref., 44½@—; North Pennsylvania, —@—; do. 6s, 107@108; do. 7s, 116¼@—; do. Gen'l mort. 7s, reg., 116½@118; Philadelphia and Erie, 12¼@13; do. 6s, 101@102; do. 7s, 110@—; Minehill, —@56; Catawissa, 11@16; do. pref., 43@—; do. new pref., 48½@49; do. 7s, 1900, 113@114½; Lehigh Valley 48½@49; do. 6s, coupon, 115@121; do. reg., 115@115¾; do. 2d mort. 7s, 124@—; do. consols. mort., 112½@113½; Fifth and Sixth streets (horse), 115@117; Second and Third, 90@102; Thirteenth and Fifteenth, 70@80; Spruce and Pine, 51@55; Green and Coates, 98@102; Chestnut and Walnut, 76¼@78; Hestonville, 17¼@—; Germantown, 68@70; Union, 111@112; Lombard and South, 12@18; West Philadelphia 66@78; People's, 14¼@15; Ridge Av., 70@80; Continental, 96@100.

**Boston.**—Atchison, Topeka and Santa Fe 8s, income, 106; Atchison and Nebraska R. R., 80; Boston and Lowell 5s, 1899, 101; Boston, Concord and Montreal pref., 90; Boston, Revere Beach and Lynn R. R., 100½; Boston Water Power, 6¾; Boston Land, 5¾; Boston, Clinton and Fitchburg 6s, 1883, 98; Chicago, Clinton, Dubuque and Minnesota, 72½; Chicago, Iowa and Nebraska R. R., 140; Chicago and West Michigan, 57½; Cheshire pref., 49½; Connecticut and Passumpsic Rivers R. R., 60; do. 7s, 110½; Detroit, Lansing and Northern R. R. pref., 105; Detroit and Bay City 8s, 75; Florence, El Dorado and Walnut Valley 7s, 1907, 97; Iowa Falls and Sioux City 7s, 108; Kansas City, Lawrence and Southern 4s, 87½; Little Rock and Ft. Smith, 30¾; do. 7s, 98; Lowell and Andover R. R., 127; New Mexico and Southern Pacific 7s, 107¾; Ogdensburg and Lake Champlain 8s, 1890, 101½; Ottawa, Oswego and Fox River Valley 8s, 1900, 118; Portsmouth, Gt. Falls and Conway 4½s, 1937, guar., by Eastern R. R., 78½; Republican Valley 6s, W. D., 101½; do. E. D., 102; Rutland 5; do. pref., 24½; Summit Branch, 9¾; Sandusky, Dayton and Cincinnati 6s, 1900, 100; Quincy and Warsaw 8s, 1890, 113¼; Atlantic Mining, 15¾; Allouez, 1¼; Blue Hill, 8; Brunswick Antimony, 21; Copper Falls, 7; Central, 35; Catalpa, 1¾; Duncan, 2½; Franklin, 12½; Huron, 3¾; Harshaw, 19; National, 1¾; Osceola, 31; Pewabic, 14¾; Ridge, 3¼; South Hite, 1½; Sullivan, 8½; Star, 1; Waukeag, 4¾.

**Baltimore.**—Atlantic Coal, 1.35; Baltimore and Ohio 2d pref., 108¾; City 6s, 1886, 108; do. 6s, 1886, new, 108½; do. 6s, 1890, 115; do. 6s, 1884, 108½; do. 6s, 1915, 112½; do. 5s, 1894, 111; Marietta and Cincinnati 1st coupon Feb. 1878, 92; South Side (Va.) 2d mort., 99½; Virginia Consols Coupons July, 1880, 90; Wilmington, Columbia and Augusta 7s, 56. The latest quotations are: Chesapeake and Ohio Canal 6s, 76@82½; Baltimore and Ohio, 145@149; do. 1st pref., 116@118; do. 6s, 1880, 102½@102¾; do. 6s, 1885, 106¾@—; Northern Central, 81@82; do. 6s, 1900, 111@—; do. 6s, 1900, gold, 109½@—; do. 6s, 1904, gold, 103¼@104¼; do. 5s, —@80½; Marietta and Cincinnati 1st mort., 1892, 107@107¾; do. 2d mort. 7s, 71@71¼; do. 3d mort. 8s, 33¾@34; Pittsburg and Connellsville 7s, 114¼@115; Orange, Alex. and Manassas 7s, 76@77¼; Virginia consols. 6s, 58½@58¾; Virginia Consol. coupons, 94@94½; do. coupons July, '80, 85@87½; Virginia 10-40 bonds, 40¾@41½; Virginia 10-40, coupons, 98@—; City 6s, 1902, —@125; do. 1884, 109@—; do. 1890, 114¾@115; do. 6s, 1902, new, 121@—; do. 5s, 1894, 111@111½; do. 1900, —@112; do. 1916, 112½@113; Memphis 6s, 22; do. new, 35@—.

#### Baltimore and Potomac Railroad.

At the annual meeting of the stockholders of the Baltimore and Potomac Railroad Company, held in Baltimore on the 2d inst., the following directors were elected to serve for the ensuing year: A. J. Cassatt, George B. Roberts, George Small, B. F. Newcomer, William T. Walters, Dr. Eli J. Henkle, Samuel Cox, jr. Olen Bowie was re-elected president, A. J. Cassatt vice president, John S. Leib treasurer, and John Crowe secretary and auditor. The report of President Bowie showed the gross earnings for the past year to have been \$699,772 05, an increase of \$50,695 51 over the previous year; the total expenses were \$526,201 69, a decrease of \$19,984 59; and the net earnings \$173,570 36, an increase of \$30,680 10. The increase in the net receipts for the first quarter of the present year, ending April 30, was \$37,677 54.

The directors of the New York Central and Hudson River Railroad Co., elected on the 2d inst., are: William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Frederick W. Vanderbilt, Augustus Schell, Samuel F. Barger, Chauncey M. Depew, James H. Rutter, J. Pierpont Morgan, Cyrus W. Field and Solon Humphreys, of New York; Chester W. Chapin, of Springfield, Mass., and John Allen, jr., of Buffalo, New York. The stock voted on amounted to \$71,000,000.

Howard Schuyler, the Chief Engineer of the Mexican Central Railroad, and George Skilton, the Assistant Engineer of the same line, sailed on the 2d inst. by the Alexandria, for Mexico. The steamer also takes out tools, flat cars, and rails for the construction of this railroad, which is to extend from the Mexican capital to the American frontier.

Col. E. W. Cole has been elected president of the East Tennessee, Virginia and Georgia Railroad Co., vice R. T. Wilson, of New York, resigned. Col. Cole will also have control of the Memphis and Charleston Railroad, with central headquarters at Chattanooga.



**Broadway Underground Connecting Railway.**

Robert Sewell, Douglass Cambell, James F. Ruggles, Walter I. Morris, James F. Pierce, Francis A. Stout, D. Colden Murray, Charles P. Shaw, Harvey Sheldon, Herbert N. Curtis, Hiram Callins, Orlien Vandenburg and DeWitt C. Brown are named as directors of the Broadway Underground Connecting Railway of New York. The road will commence at the intersection of the north line of Park Place and Broadway, and running thence by the most direct route under Broadway to the intersection of the north line of Fourteenth street and Broadway. The capital is placed at \$1,000,000.

**Northern Central Railway.**

We gave in the JOURNAL of May 7th, the Report of the President of the Northern Central Railway Company for the year ending December 31, 1879, showing the gross earnings of the roads to have been \$1,107,948 82, the operating expenses \$2,861,941 97, and the net earnings \$1,246,006 85. The income account of the company for the year is as follows:

Operating expenses of—	
Main Line.....	\$1,916,624 79
Shamokin Division.....	129,757 22
Elmira Division.....	434,934 04
Chemung Division.....	185,257 01
Canandaigua Division.....	236,117 61
Green Spring Branch.....	9,251 80
	<b>\$2,861,941 97</b>
Interest on Funded debt, except Second General Mortgage bonds.....	\$685,140 00
Interest on \$1,000,000 Second General Mortgage 6 per cent Convertible bonds.....	60,000,000
Interest on \$3,000,000 Second General Mortgage 6 per cent bonds.....	150,000 00
Interest and discount.....	22,822 96
State tax on capital stock.....	3,800 15
Interest on mortgages and ground rents.....	26,416 45
Rents.....	4,502 18
	<b>952,681 74</b>
Rental of Shamokin Valley and Pottsville R. R. Company.....	\$52,167 40
Interest and gold premium on bonds of Shamokin Valley and Pottsville R. R. Co.....	140,000 00
Interest on equipment.....	11,521 59
Rents.....	982 81
	<b>204,671 40</b>
Rental Elmira and Williamsport R. R. Co.....	\$165,000 00
Interest on equipment.....	29,166 92
Rents.....	94 93
	<b>194,261 85</b>
Dividend Chemung R. R. Company.....	\$22,800 00
Interest on equipment.....	12,817 92
Rents.....	1,434 20
	<b>37,052 12</b>
Interest on equipment Elmira, Jefferson and Canandaigua R. R. Company.....	\$24,269 77
Rents.....	3,207 24
	<b>27,477 01</b>
	<b>\$4,278,086,09</b>
Balance credited pro. fit and loss account.....	163,994 65
	<b>\$4,442,080 74</b>

**Gross earnings of—**

Main Line.....	\$2,809,558 87
Shamokin Division.....	416,561 95
Elmira Division.....	495,303 61
Chemung Division.....	132,573 68
Canandaigua Division.....	246,064 43
Green Spring Branch.....	7,886 78
	<b>\$4,107,948 82</b>
Dividend on stock of Elmira, Jefferson and Canandaigua R. R. Co.....	\$5,882 50
Dividend on stock of Chemung R. R. Co.....	21,684 00
Dividend on stock of Shamokin Valley and Pottsville R. R. Co.....	36,102 00
Dividends and interest on other investment.....	6,895 00
Interest on valuation of equipment furnished leased roads.....	77,776 20
Contribution from Pennsylvania Railroad Co. for operating Elmira, Chemung and Canandaigua Divisions.....	159,736 96
Royalty on coal mined—Shamokin Division.....	26,055 26
	<b>\$34,131 92</b>
	<b>\$4,442,080 74</b>

The company owns 152 locomotives, of which 61 are on the Baltimore Division, 38 on the Susquehanna and Shamokin Divisions, and 53 on the Elmira and Canandaigua Divisions; 127 in service in working order, 7 in shop under general repairs, 4 in shop under slight repairs, and 14 in shop for renewal.

The company have also 69 passenger, 22 baggage, 16 express, 4 postal, 1013 box, 527 gondola, 51 stock, 101 box and stock, 50 stone, 2 510 eight-wheel and 1,592 four-wheel coal, 161 lime, 11 tool, 79 freight cabin, and 4 maintenance of way cabin cars.

The mileage of locomotives during the year was as follows:

	Passenger.	Distributing.	Freight.	Total.
Baltimore div.....	402,058	28,751	1,352,817	1,783,626
Susq. div.....	120,000	17,998	355,652	493,650
Shamokin div.....	24,013	8,000	80,379	112,392
Gr. Spring. Br.....	9,708	24	4,854	14,586
Elmira div.....	147,951	....	526,120	674,071
Chemung div.....	59,882	....	151,639	211,521
Canand. div.....	89,818	....	236,702	326,520

Total.....853,430 54,773 2,708,163 3,616,866

The financial statement of the company, December 31, 1879 is as follows:

Railway and appurtenances.....	\$12,184,504 99
Real estate.....	1,021,545 43
Equipment.....	4,196,107 35
	<b>\$17,402,157 77</b>
Stock of the Chemung R. R. Co. and the Elmira, Jefferson and Canandaigua R. R. Co. (cost).....	3,048,680 82
Cash on hand and in banks.....	\$277,572 44
Due from agents.....	100,948 88
Due from connecting roads, etc.....	364,811 35
Bonds and stocks.....	745,777 98
	<b>1,489,110 65</b>
Materials and supplies.....	204,140 68
Trustees of sinking fund.....	159,197 26
	<b>\$22,803,287 13</b>
Profit and loss account.....	67,186 67
	<b>\$22,400,473 80</b>

Capital stock—116,840 shares.....	\$5,842,000 00
Mortgage to State of Maryland to secure annuity of \$90,000, irredeemable.....	1,500,000 00
Mortgage Sinking Fund 6 per cent coupon bonds, due July 1, 1885.....	\$1,490,000 00
Mortgage 6 per cent coupon bonds, due April 1, 1900.....	1,126,000 00
Mortgage 6 per cent Gold bonds, due July 1, 1900—coupons, \$2,599,000; registered, \$205,000.....	2,804,000 00
Consolidated General Mortgage 6 per cent gold bonds, due July 1, 1904: Series A & B, Dollar or Sterling Sinking Fund.....	\$2,790,000
Series C, Dollar ..	1,000,000
\$1,000,000	
Loan ..	735,000
	<b>4,473,000 00</b>
	<b>\$9,945,000 00</b>

Second General Mortgage 5 per cent coupon bonds, series A, due January 1, 1926.....	3,000,000, 00
Second General Mortgage 6 per cent coupon convertible bonds, series B, due January 1, 1926..	1,000,000 00
	<b>13,945,000 00</b>
Bills payable.....	\$280,000 00
Interest and rentals accrued.....	406,941 25
Pay rolls for December and vouchers..	324,150 51
Other liabilities .....	101,382 04
	<b>1,113,473 80</b>
	<b>\$22,400,473 80</b>

President.—THOMAS A. SCOTT.

Vice-President.—A. J. CASSATT.

Directors.—A. J. Cassatt, Wistar Morris, Samuel C. Huey, Geo. B. Roberts, Edmund Smith, Geo. Small, B. F. Newcomer, S. M. Shoemaker, J. N. Hutchinson, Dell Noblit, M. B. Sellers, Wm. Calder.

Secretary.—STEPHEN W. WHITE.

Assistant Secretary.—JOHN W. DAVIS.

Treasurer.—JOHN S. LIEB.

Auditor.—JOHN CROWE.

General Counsel.—WAYNE MACVEAH.

General Manager.—FRANK THOMSON.

On the 27th ult., Samuel Dickson, Esq., attorney for the Receivers of the Philadelphia and Reading Railroad, appeared before Judge McKennan of the U. S. Court, at Pittsburg and applied for an order authorizing the Receivers to borrow \$1,000,000 for the payment of wages of employees and interest falling due on June 1. He submitted a preliminary statement of the condition of the company, showing its assets and liabilities, but stated that a full report would be made in a short time by the Receivers. The Court granted the order applied for.

The Philadelphia Ledger says that the \$1,000,000 the Receivers of the Philadelphia and Reading Railroad Company were authorized by the Court to borrow, was readily obtained, and in time to meet the necessities of the company.



**Cumberland Valley Railroad.**

The revenue of this road for the years ending December 31, 1878 and 1879, were as follows:

	1878.	1879.
From freight.....	\$291,301 05	\$300,933 78
" passengers .....	158,686 91	152,422 09
" mail .....	6,775 19	6,678 25
" express .....	6,341 21	8,647 13
" miscellaneous ...	32,314 60	34,916 47
	<b>\$493,418 96</b>	<b>\$503,597 72</b>

**Expenses, viz:**

Conducting transp.....	\$69,850 68	\$76,750 77
Motive power.....	53,086 48	47,664 11
Maintenance of cars....	19,043 53	48,187 37
Maintenance of way....	124,231 68	58,221 79
General expenses.....	12,692 22	12,878 66
	<b>\$278,904 59</b>	<b>\$238,697 70</b>

Net earnings.....\$214,514 37 \$264,900 02

**Appropriated as follows:**

Ten per cent in quarterly dividends .....	\$177,785 00
Interest on bonded debt.	26,548 00
State tax.....	21,770 78
	<b>226,103 78</b>

Surplus.....\$38,796 24

The cost of operating the main line for the year was 47.4 per cent of receipts, against 56.525 for the preceding year.

Compared with the year 1878, the gross earnings of 1879, show an increase of \$10,178 76, with a decrease in operating expenses of \$40,206 89, making the increase in net earnings \$50,385 65.

The earnings per mile for the year (including receipts from miscellaneous sources) were \$6.14 44, the expenses \$2.910 95, and the net earnings \$3.230 49, against \$2.616 02 in 1878, an increase of \$614 47.

The number of passengers carried on the main line and branches in 1879 was 323,045, against 325,551 in 1878, a decrease of 2,506.

The number of tons of freight moved on main line and branches in 1879 was 374,172, against 318,696 in 1878, an increase of 55,476. Tons moved one mile in 1879, 12,485,385; do. in 1878, 11,080,907—increase, 1,454,478. The report says:

We have laid during the year 136 tons of steel rail, and renewed 47,759 cross ties. We have also graded and laid 1,500 feet of new siding.

Our equipment has been increased, by the purchase from the Harrisburg Car Co. of twenty gondola cars, and we are building, at our own shops, three passenger coaches and three cabin cars, which, though not yet completed, are charged at their estimated cost to the expense account.

We have now 48.4 miles of main track laid with steel rails and have the satisfaction of reporting roadway and rolling stock in good condition.

**Earnings and expenses of the leased lines:****MARTINSBURG AND POTOMAC RAILROAD.****Earnings:**

From freight.....	\$5,701 28
From passenger.....	4,977 74
From mail.....	600 00
From express.....	189 00
	<b>\$11,468 02</b>

**Expenses:**

Conducting transp.....	\$2,844 44
Motive power.....	2,063 02
Maintenance of way .....	4,221 99
General expenses.....	953 35
	<b>10,082 80</b>

Net earnings.....\$1,385 22

**DILLSBURG AND MECHANICSBURG RAILROAD.**

Gross Earnings:	1878.	1879.
From freight.....	\$12,946 98	\$15,135 22
From passenger.....	4,102 96	3,695 46
From mail.....	905 76	378 34
	<b>\$17,955 70</b>	<b>\$19,209 62</b>

**Operating expenses:**

Conducting transp.....	\$3,529 65	\$3,416 81
Motive power.....	2,552 39	3,422 49
Maintenance of way.....	3,017 46	5,082 71
General expenses.....	808 85	769 80
	<b>\$9,908 35</b>	<b>\$12,701 81</b>

Net earnings.....\$3,047 35 \$6,507 81

Miles of road operated, 7.07.

Earnings per mile of road.....\$2,494 79

Expenses per mile of road.....1,649 59

Net earnings per mile of road.....\$845 17

The shipments of ore from this short road amounted to 42,430 tons, of which 20,284 tons were from Dillsburg, and 22,146 tons from the mines of the Reading Coal and Iron Company. This is an increase of 10,047 tons over the shipments of 1878.

The railroad of the Southern Pennsylvania Railway and Mining Co.

**EARNINGS.**

From freight.....	\$9,087 91
From passenger.....	5,236 07
From mail.....	916 56
From express.....	453 36
	<b>\$15,693 90</b>

**EXPENSES.**

Conducting transp.....	\$2,703 80
Motive power.....	3,836 23
Maintenance of way.....	8,335 24
General expenses.....	239 55
	<b>15,114 82</b>

Net earnings.....\$579 08

This road is 21 miles in length, passes through a rich agricultural section of Franklin county, drains a large area of territory, and has considerable local travel to the county seat. Notwithstanding these advantages, and the fact that it is operated with the most rigid economy, it barely pays working expenses.

It was originally projected and built as an appendage to a large iron estate, which was expected to contribute largely and regularly to its business, but for years nothing whatever has been derived from that source, and the road has been wholly dependent for its traffic upon the general trade of the country through which it passes. Our experience during these years affords sufficient proof that, except in periods of activity in the iron business, the road cannot be more than self-sustaining.

The Mont Alto Railroad Co. completed its extension to Waynesboro' in April last, and, although laboring under many disadvantages for want of suitable warehouse facilities, shows a considerable increase in business. Its net earnings for 1878 were only \$389 12, and for 1879 have been \$4,069 20. The improvement in the business of this road cannot, however, be credited so much to the extension, as to the increase in shipments of iron and iron ores from the Mont Alto estate, and mines adjacent thereto.

It may be said of this road, as well as of all the other lateral and tributary roads in the valley, that all are largely dependent for business upon the ore mines and furnaces, and without these auxiliaries none of them would more than pay the expenses of their operation.

The magnetic ores of Dillsburg, and the large deposits of superior hematite ores lying at the termini, and along the lines of the other roads, are attracting considerable attention.

The Shenandoah Valley railroad is now approaching completion. Hagerstown has been adopted as its northern terminus; and a connec-

tion with our road, a short distance south of the town, has been determined upon. Our depot, and other facilities at this point, will afford them such terminal conveniences as they will need, and a satisfactory agreement upon this subject has been entered into. The route of the road will be via Shepherdstown, through the counties of Jefferson, Clarke, Warren, Page, Rockingham and Augusta, to a point on the line of the Chesapeake and Ohio railroad, at or near Staunton, Virginia. It is now completed, and being operated from Shepherdstown to Front Royal, a distance of 45 miles; and the officers report that the entire road will be finished by the close of the present year.

Much of the Shenandoah Valley resembles our own in its agricultural features, and also in the fact that it abounds in iron ore deposits of the best quality. For want of convenient transportation, this latter element of wealth has hitherto remained comparatively unexplored and untouched. Now that this want is about to be supplied, it is not improbable that in the near future large quantities of the rich ores of the Shenandoah will be transported over our road to the furnaces of Pennsylvania. With the development of the resources of this country, and establishment of its trade and industries, we have every reason to expect a profitable interchange of general business between the two roads.

The new road traverses a section of country, most inviting to tourists. Wier's cave, and the newly discovered cave at Luray, are both points of great interest, and the scenery of the valley is unusually attractive. These considerations, together with the fact that the road affords a direct route via the Chesapeake and Ohio railroad to the Virginia Springs, are sufficient to insure a large and profitable excursion business during the summer months.

The receipts and expenditures for the year ending December 31, 1879, were:

**RECEIPTS.**

Cash on hand, December 31, 1878....	\$67,643 69
Balance of accounts.....	127,467 96
Earnings, as above.....	508,597 72
Materials used.....	22,109 21
	<b>\$720,818 58</b>

**EXPENDITURES.**

Dividends, and interest on bonds....	\$204,082 75
Expenses, as above.....	238,697 70
Taxes .....	21,770 78
Balance of accounts.....	83,785 47
Cash, December 31, 1879 .....	156,714 18
Old accounts .....	15,767 70
	<b>\$720,818 58</b>

**GENERAL STATEMENT, December 31, 1879.**

Cost of road and equipment .....	\$1,887,465 95
Materials on hand.....	58,299 04
Trustees of the contingent fund ..	376,142 54
Balance of accounts.....	83,785 47
Cash, December 31, 1879 .....	156,714 18
	<b>\$2,762,414 18</b>
First preferred stock.....	\$241,900 00
Second preferred stock.....	243,000 00
Common stock.....	1,292,950 00
First mortgage bonds.....	161,000 00
Second mortgage bonds.....	109,500 00
Common bonds.....	81,800 09
Due for dividends.....	45,473 50
Due for interest on bonds.....	1,783 95
Balance.....	585,006 73
	<b>\$2,762,414 18</b>

President.—THOMAS B. KENNEDY.

Directors.—Thomas B. Kennedy, Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Win-ear Moris, Josiah Bacon, Edmund Smith, George B. Roberts, Strickland Kneass, John Stewart, Daniel O. Gebr.

Secretary and Treasurer.—E. M. BIDDLE.

Superintendent.—J. F. BOYD.

Chief Engineer.—O. N. LULL.



**Boston, Hoosac Tunnel and Western R. R.**

It was stated a short time since that the directors of the Boston, Hoosac Tunnel and Western Railroad of Vermont and New York States respectively had come to an agreement by which the two corporations were to be consolidated into one. At a meeting of the stockholders of the Vermont corporation, held at Rutland, Vermont, on the 25th ult., and of the New York corporation, at New York, on the 27th ult., the action of the directors of the two roads was confirmed and the act of consolidation carried out, so that henceforth the line from the Massachusetts State line to Mechanicsville will form a single line under the corporate name of the Boston, Hoosac Tunnel and Western Railroad. The extension of the road to Schenectady from Mechanicsville is soon to follow, the surveys having been nearly completed, and the Delaware and Hudson Canal Company, who are to build the extension jointly with the Boston, Hoosac Tunnel and Western Railroad, having secured the right of way for a large portion of the distance. Recent arrangements have been made which will open to Boston a connection with the lakes via the Hoosac Tunnel and the Erie Canal. From Buffalo, grain, etc., will be loaded into canal boats for Schenectady, where elevators are already provided for the transfer to the cars, which will then be taken eastward via the new road and the Tunnel line. It is said that large engagements for grain to take this new route have already been made.

**Anthracite Coal in Pennsylvania.**

Messrs. Sheaffer, engineers of mines at Pottsville, have published a diagram of the progress of the anthracite coal trade of Pennsylvania, accompanied by statistics of the coal trade and railways of the world, all compactly presented on a single sheet of paper. The statistical matter is compiled from reliable sources of information. The anthracite coal trade has grown with a reasonable degree of steadiness from 365 tons in 1820, when the Lehigh Canal was first opened, to an output of over 26,000,000 tons in 1879. The Wyoming district now leads all the others, although the estimated deposit in the Schuylkill coal field is somewhat greater. Of the quantity of anthracite coal in Pennsylvania, only one-third of which can be utilized, the probable yield is set down as 8,286,858 666 tons. Seventy per cent of the anthracite coal areas in the Schuylkill coal field, and 82 per cent in the middle coal field belong to the Philadelphia and Reading Coal and Iron Company. Pennsylvania in 1878 produced all the anthracite coal mined in the United States, and fully 40 per cent of all the bituminous coal. The coal output of the United States, notwithstanding the immensity of her coal fields, is only a little more than that of Germany, and much less than one-half of Great Britain.

A mortgage from the Metropolitan Elevated Railway Co. to George J. Forrest and Arthur Leary, trustees, to secure second mortgage bonds aggregating \$4,000,000, payable in twenty years, from Nov. 1, 1879, the date of the instrument, with 6 per cent interest, was recorded at the Register's office on the 29th ult. The mortgage cites that this money is necessary to enable the company to complete its road, and also to

withdraw and cancel a series of debentures aggregating \$1,000,000 issued at the request of and secured by the Manhattan Railroad Company.

**Adirondack Surveys.****HEIGHTS OF MOUNTAINS, LAKES AND TOWNS ABOVE THE LEVEL OF THE SEA.**

The chapter on altitudes in the seventh annual report of Mr. Verplank Colvin, Superintendent of the Adirondack survey, contains a table of all the important heights so far measured in Northern New York, and gives a very thorough idea of the elevated and mountainous character of this district. The greater number of these stations have been measured with level and rod, many thousands of stations being occupied in this work. From the table we extract the following:

**HEIGHTS OF MOUNTAINS ABOVE THE SEA.**

	Feet.
Bald-face Mountain, Lewey Lake.....	3,903
Basin Mountain, Essex County.....	4,901
Blue Mountain, Hamilton County.....	3,762
Boot-bay Mountain, Franklin County.....	2,531
Catamount Mountain, Clinton County.....	3,128
De Bar Mountain, Franklin County.....	3,011
Dix Mountain, Essex County.....	4,916
Gore Mountain, Warren County.....	3,539
Gothic Mountain, Essex County.....	4,744
Hurricane Mountain, Essex County.....	3,763
Lyon Mountain, Clinton County.....	3,809
Marcy Mountain, Essex County.....	5,344
St. Louis Mountain, Herkimer County.....	2,295
St. Regis Mountain, Franklin County.....	2,888
Manning Mountain, Clinton County.....	3,793
Norway Mountain, Clinton County.....	2,666
Poke-a-Moonshine Mountain.....	2,171
Rand Hill, Clinton County.....	1,307
Snowy Mountain, Hamilton County.....	3,903
Wallface Mountain, Essex County.....	3,893
Wallface Precipice.....	1,355

**HEIGHTS OF LAKES.**

	Feet.
Albany Lake, Hamilton County.....	1,704
Au Sable Lake, Essex County.....	1,993
Avalanche Lake, Essex County.....	2,856
Beach's or Brandreth's Lake.....	1,890
Big Moose Lake.....	1,787
Big Tupper's Lake.....	1,552
Blue Mountain Lake.....	1,800
Champlain Lake.....	99
Cranberry Lake, Great.....	1,540
Forked Lake.....	1,753
Fourth Lake, Fulton Chain.....	1,687
George, Lake George.....	343
Placid, Lake Placid.....	1,863
Tear-of-the-Clouds.....	4,321
Mirror Lake.....	1,859
Salmon Lake.....	1,756
Schroon Lake.....	830

**HEIGHTS OF TOWNS, ETC.**

	Feet.
Ballston Spa, Saratoga County.....	277
Booneville, Oneida County.....	1,124
Cadyville, Clinton County.....	734
Carthage, Jefferson County.....	723
Elba, North-east.....	1,685
Freeman's Home, Essex County.....	2,086
Glen's Falls, Warren County.....	282
Hadley, Saratoga County.....	667
John Brown's Grave.....	1,857
Keene Flatts, Essex County.....	1,000
Keene Village.....	854
Lowville, Lewis County.....	779
Luzerne Bridge.....	639
Malone City.....	609
Mineville.....	1,374
Ogdensburg.....	242
Pottersville.....	875
Saratoga.....	306
Trenton.....	836

Many hundreds of bench marks or height monuments have been located throughout the wilderness, and a table of the precise height of these stations is also given to the thousandth part of a foot.

**Mining.**

The San Francisco Bulletin gives some interesting statistics covering operations on the Comstock during 1878-79-80. The total amount of dividends paid for the three years was \$32,951,600. Deducting \$21,538,740, the total amount of assessments levied for the same period, gives a credit balance to stockholders of \$11,412,860. The only mines which paid dividends were the California, Consolidated Virginia and the Ophir.

The California and Consolidated Virginia mines each paid twelve dividends during the year ending May 1, 1878. In the following year the California paid six and the Consolidated Virginia three dividends. Each paid four dividends during the year ending May 1, 1880. Neither mine has paid a dividend since last December. When the next will be paid is a matter of great uncertainty. Still the result shows that mining on the Comstock for the past three years—dark as that period has been—is not without profit, viewing the work in the aggregate. There has probably been \$50,000,000 added to the bullion supply of the world by the Comstock mines in this interval, of which \$33,000,000 has gone directly into the pockets of stockholders, and two-thirds of the latter amount has been retained.

**A Swiss Car on Wheels.**

The Philadelphia and Reading Railroad Company recently placed on their road a novel and elegant passenger coach built in their own shops. It has been called "a Swiss cottage on wheels." The dimensions are about the same as those of an ordinary first class passenger car. There are no curved lines anywhere except some turned rosettes. In the building of the car and in the ornamentation right angles were observed. The elevator rises square above the roof, but the rafters—all of which show—meet in the center of the elevator roof. The rafters are of iron and wood, the former being exposed and painted so as to preserve the natural color of the iron, and the natural grain of the wood will also be shown. The interior portion of the car, excepting the iron, is all of oak, paneled, beaded, chamfered and notched, and there is not a single piece of wood, if it is only a few inches long, that has not notches, grooves, right angles or rosettes. The head lining will be frescoed. On the exterior of the car there are brackets above and below the windows to break the monotony of the weather boarding, which also extends above and below the square windows, and there are rosettes on the panels between the windows. It is painted green.

**Nashua and Lowell Railroad.**

At the annual meeting of the stockholders of the Nashua and Lowell Railroad Co., held at Nashua, N. H., on the 26th ult., the President, Francis A. Brooks, in an introductory address, referred to the separation of the road from the Boston and Lowell and stated that it would now be able to pay satisfactory dividends. It was voted that the reading of the annual report be dispensed with, and resolutions were passed authorizing the stockholders to obtain subscriptions to the amount of \$200,000 to aid in forming a connecting link with Boston through other lines of road unless lesser rates were charged for transportation over the Boston and Lowell road. The following gentlemen were elected directors: Francis O. Brooks of Boston, Jeremiah W. White, Cornelius V. Barber, Wm. W. Bailey of Nashua, Albert M. Shaw of Lebanon, and Francis O. Par-



ker, Gedney K. Richardson of Boston. Treasurer, C. Dearborn of Nashua. Clerk, Walter A. Lovering of Nashua. Subsequently Francis A. Brooks of Boston was elected President.

#### Interoceanic Canal.

A contract has been made between Mr. A. G. Menocal, on the part of an American company, and the Government of the Republic of Nicaragua, for the construction of a canal across Nicaraguan territory. It now awaits only the approval of the Legislative Congress, which has been convened for that purpose, to become a law of the land. The terms of the contract have not been made public, but it is said that they are extremely liberal on the part of the Government, and more explicit and in detail than those of the Wyse-Salgar contract. The points developed in the discussion of the Panama contract have been of service in the arrangement of the terms of the Nicaragua business. The *Parvenir*, of Nicaragua, asserts that the moving spirits of the new American company are President Hayes, General Grant, Admiral Ammen, and Mr. A. G. Menocal. Great enthusiasm exists in the various cities of Nicaragua in favor of the new contract, and we hope it may share a more happy fate than the Blanchet affair. A canal, no matter where built, will be a benefit to all the world, and we desire to see it accomplished as soon as possible. The Nicaragua people are, however, a little behind in their calculations. While they are occupied in the discussion of preliminaries, etc., M. De Lesseps has already got through that part of the business, and it only remains for him now to form his company and go ahead. He says he can raise the money and we believe him. We are not so sure about the Nicaragua company. In both cases the corporations have to be created and endowed with financial life, and in the race, Lesseps has, by long odds, the advantage.—[Panama Star and Herald.

#### Annapolis and Elkridge Railroad.

The Board of Public Works of Maryland have agreed to sell to the Drum Point Railroad Company the State's interest in the Annapolis and Elkridge Railroad—\$300,000—for \$50,000; provided the Drum Point Company will secure the remainder of the bonds—about \$358,000—from the present owners. The State is not to relinquish its interest until the road shall be finished to Drum Point, fully equipped and in operation. The President of the Drum Company, Augustus Albert, does not anticipate any difficulty in negotiating for the bonds held by private individuals, although it is not probable that they will sell at the same rate as the State, namely, about 17 per cent. A majority of the bondholders reside in Europe, but have an agent in Baltimore. The Drum Point Company say that the road will be built, whether they succeed in purchasing the Annapolis and Elkridge road or not. It is the purpose of the company to use seven miles of the Elkridge road, and the course will be a direct line from Baltimore to Annapolis and Drum Point. This will lessen the distance between Annapolis and Baltimore, so that the run can be made in forty-five minutes. The convenience to citizens of both places, if such is the case, will be very great.

The Burlington (Vt.) Press says a contract has just been concluded between the Burlington and Lamotte and Central Vermont Railroads, subject to the approval of the stockholders, by virtue of which the former road obtains the use of the track, stations and sidings of the Central Vermont, on equal terms with the Central Vermont, between that city and Essex Junction,

Each road continues in the same independent position as heretofore, and the division of business between them remains the same as by the contract of January, 1879. The new contract places another good station on the Burlington and Lamotte, as Winooski is construed to be a station on both roads.

#### Massachusetts Central Railroad.

The Directors of the Massachusetts Central Railroad Co. have decided upon a permanent location of the road from Coldbrook to West Deerfield and from Amherst to Northampton. The new route through Ware and Bondville to Belchertown, and thence to Amherst, it is claimed, is not only shorter and admits of lower grades and better curves, but will afford more business and can be built for so much less than the old route through Greenwich could be finished, that the company can afford to throw away altogether the \$100,000 that was expended there under the old management. At several points west of Coldbrook the location still has to await the sanction of the Selectmen of the respective towns. Between the junction with the Lowell Railroad in Cambridge and Stony Brook, work is progressing well. From Stony Brook through Hudson, Berlin, and other towns to the crossing of the Worcester and Nashua Railroad in West Boylston the bed is nearly ready for the rails. Between West Boylston and Coldbrook, with the exception of a rock-cut of 10,000 or 12,000 cubic yards in the town of Rutland, upon which a large force with steam drills, etc., are at work, the road is also nearly ready for the superstructure.

#### The Railroad Up Mount Vesuvius.

The United States consul at Naples, in a dispatch to the Department of State, reports that the new railroad to the summit of Mount Vesuvius is about complete, and will be opened to the public in a few days. The ascent hitherto tortuous will thus become a pleasant ride of but ten minutes, at a moderate expense. The cost of the route is estimated at \$100,000, and an exaggerated idea prevails that it will pay for itself in one year. The number of visitors will undoubtedly be largely increased. The invention is attributed to an engineer of Lombardy, and also to an American. It is quite different from that in use at Mount Washington, in this country, or the more celebrated one up the Rhigi, in Switzerland. The car is supported by two wheels, one forward of the other, like a bicycle.

The Carolina Central Railway, extending from Wilmington to Shelby, N. C., with all its property, rights, and franchises, was sold at Wilmington on the 31st ult., by auction under a decree of foreclosure for \$1,200,000. T. O. French, A. V. Graves, D. R. Murchison, James S. Whedbee, and A. V. Stout, a committee on behalf of the first mortgage bondholders, were the purchasers.

The directors of the Toledo, Delphos and Burlington Railroad Company, recently elected, are: Gen. John M. Corse of New York, Calvin S. Brice and Jas. Irvine of Ohio, W. J. Craig of Indiana, Geo. Wm. Ballou, J. Wentworth Brown, W. A. Haskell, Geo. W. T. Riley and Chas. F. Batt of Boston. The officers are: Gen. John M. Corse, President; Jas. Irvine, Vice President and

General Manager; Louis Curth, Jr., Secretary and Treasurer; Wm. H. Andrews, Assistant Treasurer. There being only 200 miles of the road completed and in operation, arrangements have been perfected to complete 100 miles more and to furnish additional equipment demanded by the increasing traffic.

The office of President of the Pennsylvania Railroad Company was assumed by George B. Roberts on the 1st inst. A. J. Cassatt, Third Vice President, was promoted to the First Vice Presidency, and the office of Third Vice President abolished.

The directors of the Northern (N. H.) Railroad Company, elected on the 27th ult., are: Henry C. Sherburn, George W. Nesmith, Uriel Crocker, Francis B. Hayes, Josiah H. Benton, Jr., George E. Todd and Alvah W. Sulloway.

The Carson and Colorado Railroad Company have begun the work of construction of the first 150 miles between Carson and Candelaria, Columbus mining district, Nevada.

### THE INGERSOLL "ECLIPSE" ROCK DRILL.



ALSO  
AIR-COMPRESSORS.  
INGERSOLL ROCK DRILL CO.,  
1½ Park Place, New York.  
Send for Catalogue.

### LONERGAN'S SECRET SERVICE,

NEW YORK AND ST. LOUIS.

T. E. LONERGAN - - - Correspondent  
82 & 84 NASSAU ST., N. W. Cor. 7th & Nassau  
New York. St. Louis.

The investigation of frauds on Railway Companies a specialty.



**The Coal Trade.**

The total tonnage of anthracite coal from all the regions for the week ending May 22, as reported by the several carrying companies, amounted to 897,953 tons, against 524,292 tons in the corresponding week last year, a decrease of 126,339 tons. The total amount of anthracite mined for the year is 8,081,569 tons, against 8,854,304 tons for the same period last year, a decrease of 827,785 tons. The quantity of bituminous coal sent to market for the week amounted to 98,258 tons, against 67,170 tons in corresponding week last year, an increase of 26,088 tons. The total amount of bituminous mined for the year is 1,404,430 tons against 1,221,239 tons for the corresponding period last year, an increase of 183,191 tons. The total tonnage all kinds of coal for the week is 491,211 tons, against 591,462 tons in corresponding week last year, a decrease of 100,251 tons, and the total tonnage for the coal year is 9,485,999 tons against 10,080,543 tons to same date last year, a decrease of 644,544 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of May was 134,506 tons, of which 109,379 tons were coal and 25,227 tons coke. The total tonnage for the year thus far has been 2,685,658 tons of which 1,990,765 tons were coal and 684,893 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended May 22 were 55,942 tons, and for the year to that date 751,509 tons—228,767 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 29,428 tons, and for the year 539,750 tons, an increase of 205,426 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 21,348 tons, and for the year 117,408 tons, a decrease of 8,131 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 5,167 tons, and for the year 94,353 tons, an increase of 81,473 tons as compared with 1879.—Phil. Ledger, May 31.

**Railroads in Washington Territory.**

A correspondent, writing from Walla Walla, Washington Territory, under date May 20th, says that the party of capitalists headed by Henry Villard are well pleased with the prospects of this country, and will, without unnecessary delay, have branch railroads to every desirable location, and then adds:

Good judges who are with the party, but unconnected with the company, claim that in four years \$25,000 worth of grain will be raised annually in Eastern Oregon and Eastern Washington Territory. The people of this country, generally speaking, have great faith that the company will act honorably and fairly with them in the matter of freights and transportation. The railroad, between Umatilla and Wallula will be in running order in sixty days, and from Wallula to Cello by fall. Mr. Villard stated that the railroad to Grange City, taking in Waltsburg and Dayton, would be ready to remove next year's harvest. Since the advent of these railroad men, and it has become known that they mean business, real estate has advanced in price. Villard announces himself as being opposed to subsidies, on the ground that it is not only unprofitable, but unjust to the people.

Wertheim & Gompertz, representing Holland bondholders, have filed a petition in the Summit County Common Pleas Court at Akron, Ohio, for the sale of the Cleveland, Mount Vernon and Delaware Railroad. The amount involved is over \$2,000,000.

The Carson and Colorado Railroad Company have begun the construction of the first 150 miles, between Carson and Candelaria, the Co-bo mining district of Nevada.

## WM. A. COLE & CO., PRESSERS OF OILS,

AND

### DEALERS IN STEARINE, GREASE, &c.

387, 389 &amp; 391 WEST 12TH STREET.

BRANCH OFFICE, 41 BROAD ST.,

NEW YORK.

W. A. COLE,  
S. E. HISCOX,  
E. T. BELL.

## A. G. DAY,

MANUFACTURER OF

### Kerite Insulated Telegraph Wire and Cables

Of all kinds made to order, for Ocean, River, Aerial and Subterranean Lines.

The Kerite covering of these Conductors unlike any other, resists effectually the destructive action of Heat and Moisture, and the corrosive agents either in Earth, Air or Water.

Special orders should state whether the Cable is to be exposed to Earth, Air or Water.

FACTORY—SEYMOUR, CONN.

Office, 120 Broadway, New York.

### NEW YORK, LAKE ERIE & WESTERN RAILWAY

#### TO THE TRAVELING PUBLIC.

During the Centennial Season—six months, closing November 10, 1876—the Erie Railway carried almost 3,000,000 passengers, without a single accident to life or limb, or the loss of a piece of baggage.

And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,

General Superintendent.

JNO. N. ABBOTT,

General Passenger Agent.

### TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,  
(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

Office 60 Broadway, N. Y.

### First-Class English IRON & STEEL RAILS,

AT LONDON PRICES, F. O. B.

Also purchase all classes of Railroad Securities, and negotiate Loans for Railroad Companies.

WM. A. GUEST & CO.,  
17 Nassau Street,  
NEW YORK.

### RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern. Also Spiegel and Ferro Manganese.

PERKINS & CHOATE.,  
23 Nassau Street,  
NEW YORK.

### Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

ALWAYS READY TO GIVE QUOTATIONS,  
ANSWER QUESTIONS, AND BUY  
OR SELL.

WM. O. M'DOWELL,  
Banker and Stock Broker,  
ROOM NO. 11 COAL AND IRON EXCHANGE,  
NO. 17 CORTLANDT-ST.

HEAD-QUARTERS FOR NEW JERSEY  
AND OSWEGO MIDLAND SECURITIES.

### John H. Davis & CO.,

Bankers and Brokers,

17 Wall St., New York.

Interest allowed on Temporary and Standing Deposits.

Stocks and Bonds bought and sold on Commission only, either on Margin or for Investment.

### EWEN & OSBORNE,

BANKERS AND BROKERS.

62 Broadway and 21 New St., N. Y.

DEALERS IN

#### Government and Investment SECURITIES.

Buy and sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on Deposits, subject to draft at sight.